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National Park Service
U.S. Department of the Interior

Boston National Historical Park
Charlestown Navy Yard

Charlestown Navy Yard Historic Resource Study

Volume 3 of 3

2010

FEDERAL PUBLICATION

Front Cover:
This aerial photograph of the Charlestown Navy Yard was taken by Airphoto of Wayland, Mass., on Apr. 10, 1971. At this time, the Charlestown Navy Yard was still a fairly busy facility, with all three dry docks being occupied and a variety of ships found at the yard's piers. The LSD at Pier 7 West is possibly USS *Pensacola* (LSD-38), commissioned at the yard in March 1971. *BOSTS-13344*

Charlestown Navy Yard Historic Resource Study

by

Stephen P. Carlson

Volume 3 of 3

Produced by the Division of Cultural Resources
Boston National Historical Park
National Park Service

U.S. Department of the Interior
Boston, MA

2010

Boston National Historical Park
Charlestown Navy Yard
Boston, MA 02129

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Appendix A

Chronology

THIS CHRONOLOGY presents events relating to the history of the Charlestown Navy Yard. Events are arranged in increasing order of specificity (i.e., events during a year are listed before events for which a quarter or month is known, and events during a month are listed before events occurring on a specific date in the month).

Completion dates shown for facilities construction projects are generally contract completion dates; when a single contract involved multiple facilities, individual structures may have been completed and occupied at an earlier date (see dates shown in Table 5-1). Building numbers for pre-1870 structures are those assigned in 1868.

With a few exceptions where the keel-laying or commissioning date is significant, ship construction is listed by the date of launching. Full details of shipbuilding are given in Appendix B.

Contextual events are shown in blue. Events relating to the South Boston Annex/Boston Army Base are shown in red, while those relating to facilities in East Boston, Chelsea, and elsewhere are shown in violet. Events relating to USS *Constitution* and USS *Cassin Young* are shown in green and brown, respectively.

1625

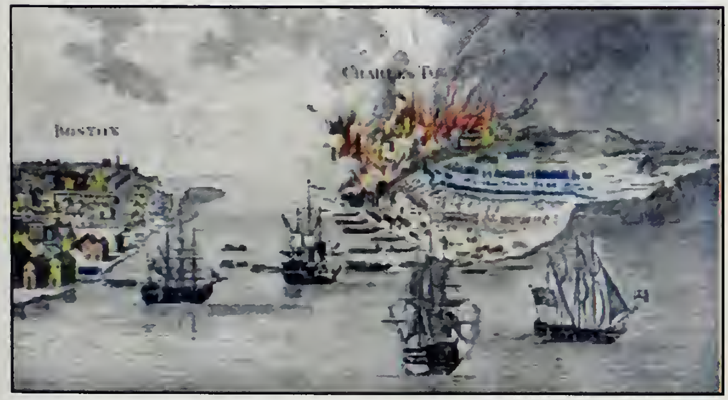
— Thomas and Jane Walford became the first British settlers in what is now Charlestown; a major influx of inhabitants occurred in 1629 and 1630.

1742

June 1 The Friendship Club, forerunner of the Boston Marine Society, established.

1754

Feb. 2 Boston Marine Society chartered.



"View of the Attack on Bunker's Hill, with the Burning of Charles Town, June 17, 1775." This engraving by Lodge after a drawing by Millar was prepared for Edward Barnard's *New, Comprehensive and Complete History of England* published in London in 1783. The area in the foreground where British troops landed for their assault on colonial positions was later chosen as the site for the Navy Yard. *NARA 148-GW-448*

1775

June 17 British troops landed in Charlestown to assault Colonial fortifications on Breed's Hill; town of Charlestown burned during the battle.

1794

Mar. 27 Naval Armament Act of 1794 signed; legislation authorized construction of six frigates and marked the birth of the U.S. Navy.

1797

Oct. 21 USS *Constitution* launched at Hartt's Shipyard, Boston.

1798

Apr. 30 Department of the Navy established with Benjamin Stoddert as first Secretary of the Navy.

1799

Feb. 25 Act authorizing construction of six 74-gun ships-of-the-line signed; act used as authority for the establishment of navy yards.

Oct. 2 Washington Navy Yard established.

1800

Apr. 25 Secretary of the Navy Stoddert recommended to President John Adams that navy yards be established at Portsmouth, Boston, New York, Philadelphia, Washington, and Norfolk.

May 9 President Adams approved location of Boston Navy Yard in Charlestown.

June 2 Secretary of the Navy Stoddert commissioned Dr. Aaron Putnam to purchase the land for the Navy Yard on behalf of the government.

June 12 Portsmouth Navy Yard established at Kittery, Mass.

June 15 Norfolk Navy Yard established at Gosport, Va.

June 17 Massachusetts General Court approved an act authorizing the United States to purchase land for the Charlestown Navy Yard.

Aug. 26 First purchase of land for Charlestown Navy Yard (from Richard Boylston) completed; date is regarded as the establishment date for the yard; additional purchases would continue through Apr. 1801.

Nov. 12 Secretary of the Navy Stoddert directed the Naval Agent in Boston to move all naval timber and other property from Hartt's Shipyard to the Navy Yard.

1801

Jan. 10 Town of Charlestown agreed to abandon public streets within the limits of the Navy Yard.

Feb. 7 New York Navy Yard established at Brooklyn, N.Y.

Feb. 28 Marine Hospital severely damaged by fire.

Sept. 7 Construction of Shiphouse G over original Building Ways authorized.

Nov. Keel of USS *Virginia* (renamed USS *Vermont* in 1827) laid down; construction suspended in 1825.

1819

June Shiphouse G completed over original Building Ways.

Winter "Green Store" converted into temporary Receiving Ship for the Navy Yard.

1820

— Masting Shears P erected at the head of the Pile Wharf.

Aug. 22 Shed over pitch kettles destroyed by fire.

Nov. 2 USS *Alligator* launched.

Nov. 23 USS *Independence* designated as Receiving Ship for the Navy Yard.

1821

— Picket fence erected along northern boundary of yard from Marine Barracks to Marine Hospital Reservation.

Apr. 10 Board of Navy Commissioners ordered the establishment of volunteer fire departments at all navy yards.

July 9 Board of Navy Commissioners approved construction of new Smithery O at eastern end of the yard.

July 23 Board of Navy Commissioners approved construction of Commandant's Barn (Building 20).

July 31 Board of Navy Commissioners approved construction of Shiphouse I (Building 71) over ways for second ship-of-the-line; project would be completed in July 1822.

Aug. 9 Army Reservation in the lower yard transferred to the Navy; in return, the Army obtained use of the old Blacksmith Shop (Building 6) for storage.

Dec. 10 New Smithery O completed.

1822

Jan. 15 New road between the two building ways completed.

May 22 Keel of USS *Vermont* (renamed USS *Virginia* in 1827) laid down on ways of Shiphouse I (Building 71); construction suspended in 1827 and never resumed; broken up 1874.

1823

— Causeway connecting Smithery O and Shiphouse I (Building 71) completed.

Aug. 23 Capt. Bainbridge relieved Capt. Hull as Navy Yard Commandant.

Sept. 22 Parcel of land at Chelsea (115 acres) purchased from Aaron Dexter for use as naval hospital.

Oct. 23 Board of Navy Commissioners approved planting of elm trees within the yard; work commenced on Oct. 31, 1823.

1824

— Half-Moon Battery leveled.

Apr. 29 FY 1824 Naval Appropriations Act authorized the purchase of "a slip of land ... to straighten the back line of the navy yard."

July 1 Board of Navy Commissioners approved construction of Navy Yard Boundary Wall between the Navy Store (Building 5) and Salem Turnpike (Chelsea St.).

Aug. 27 Marquis de Lafayette visited the Navy Yard.

Nov. 6 Loammi Baldwin submitted report to the Navy on his survey of the possible construction of a dry dock at the Navy Yard.

Nov. 7 Master Commandant William B. Shubrick became acting commandant of Navy Yard on the departure of Capt. Bainbridge to become President of the Board of Navy Commissioners.

1825

Feb. 16 Board of Navy Commissioners authorized construction of Shiphouse H (Building 68) west of Shiphouse I (Building 71). Ways would first be used for USS *Cumberland*, laid down on Nov. 29, 1825.

Mar. 3 Congress authorized establishment of a navy yard on the Gulf coast of Florida; a board of naval officers selected a site at Pensacola for this facility.

Apr. 6 Capt. William M. Crane assumed position of Navy Yard Commandant.

Apr. 30 Marine Hospital property at east end of Navy Yard transferred from the Treasury Department to the Navy.

July 25 Board of Navy Commissioners approved construction of Lower Quarters (Quarters L-M-N-O/Building 266) on the site of the Marine Hospital.

Aug. 2 Navy and Salem Turnpike Co. exchanged land along Salem Turnpike (Chelsea St.) in order to straighten northern boundary of yard.

Oct. 15 USS *Boston* launched.

Nov. 29 Keel of USS *Cumberland* laid down in Shiphouse H (Building 68); construction suspended and frigate not launched until 1842.

Dec. Commandant's Stable (Building 21) completed.

1826

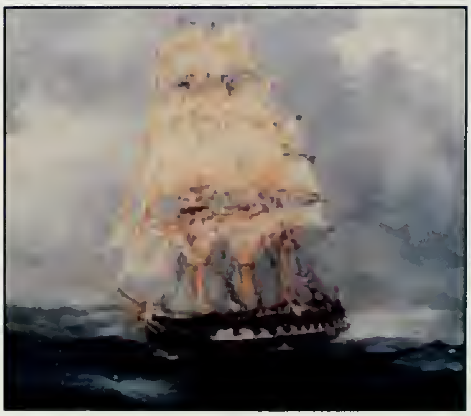
— Belfry containing yard bell added to Shiphouse G.

Feb. Construction of Mast House & Spar Shop (Building 85) begun.

Apr. Army ordnance removed from former Blacksmith Shop (Building 6) and transferred to Watertown Arsenal; upon completion of removal, Navy took possession of the structure.

Apr. 20 Pensacola Navy Yard established.

May 22 Congress directed that a study be made regarding the construction of dry docks at Portsmouth, Charlestown, Brooklyn, and Gosport.



This painting of the sloop-of-war USS *Boston* was done by Rod Claudius in 1962 for display on the guided missile cruiser USS *Boston* (CAG-1).
NHC NH-86690-KN

Aug. Lower Quarters (Quarters L-M-N-O/Building 266) completed; project included demolition of Marine Hospital building.

Oct. Timber Shed C (Building 1) completed; redesignated as Tank Shed in Jan. 1827.

Oct. 12 Navy Yard Boundary Wall along Salem Turnpike (Chelsea St.) completed.

Nov. 26 USS *Warren* launched.

Dec. 26 Board of Navy Commissioners approved completion of launching ways at Shiphouse H (Building 68) and of causeway to Smithery O.

1827

— "Hoisting Crane" or Shears built on Pile Wharf.

Jan. 10 President John Quincy Adams submitted the report by Secretary of the Navy Samuel L. Southard on the study of dry dock construction. Enclosing a detailed survey made by engineer Loammi Baldwin, Southard recommended that the priorities for construction be Boston, Norfolk, New York, and Portsmouth.

Mar. 3 Congress authorized the construction of two dry docks, one north of the Potomac and one south of the Potomac, and directed the preparation of master plans for the development of all navy yards.

June 1 Construction of Dry Dock 1 begun under supervision of Chief Engineer Loammi Baldwin; construction of the companion dock at Norfolk began in Nov. 1827.

June 13 Commodore Charles Morris assumed position of Navy Yard Commandant.

Sept. 15 President John Quincy Adams visited the Navy Yard.

Oct. Alexander Parris replaced James Baldwin as assistant to Chief Engineer Loammi Baldwin to oversee the construction of Dry Dock 1.

Nov. 3 USS *Falmouth* launched.

1828

Apr. 1 Construction of Saluting Battery commenced.

June 26 Board of Navy Commissioners approved construction of Timber Shed No. 33 (Building 64).

Aug. 11 Board of Navy Commissioners transmitted master plan for the Navy Yard to Commandant Morris; plan had been prepared under the direction of Chief Engineer Baldwin.

1830

May 7 Board of Navy Commissioners approved construction of Timber Dock No. 51 (Structure 87); completed in Oct. 1830.

July 22 Richard Harris, on behalf of the heirs of John Harris, claimed ownership of the portions of Henley and Water Sts. within the Navy Yard that had been abandoned in 1801 on the grounds that the town held only a right-of-way easement over Harris's property. The dispute would continue for the next decade.

1831

Feb. 16 Timber Shed No. 38 (Building 75) completed.

Apr. 6 Board of Navy Commissioners approved construction of Timber Shed No. 31 (Building 63).

Apr. 26 Magazine K demolished.

Yard Commandants In The 1820s & 1830s

Capt. William M. Crane
BOSTS-7072

Commodore Charles Morris
BOSTS-7249

Commodore Jesse D. Elliott
BOSTS-7109

Commodore John Downes
BOSTS-7095

Oct. Wharf No. 60 (Wharf No. 3) completed.

Nov. 22 USS *Boxer* launched.

1832

— Timber Shed No. 31 (Building 63) completed; work required demolition of Magazine K.

— Dry Dock Engine House No. 55 (Building 22) completed.

July 23 Commodore Bainbridge relieved Commodore Morris as Navy Yard Commandant; plagued by ill health, he would resign on Apr. 13, 1833.

Nov. 20 Board of Navy Commissioners designated Alexander Parris as superintendent for construction of Chelsea Naval Hospital "as soon as his services can be dispensed with from the Dry Dock."

1833

May 12 Commodore Jesse D. Elliott assumed position of Navy Yard Commandant.

May 24 Construction of Steam Box No. 64 (Building 23) and Pitch House approved; completed in summer of 1833.

June 17 USS *Delaware* inaugurated Dry Dock 1 at Norfolk Navy Yard.

June 24 USS *Constitution* inaugurated Dry Dock 1; among the distinguished guests present was Vice President Martin Van Buren; undocked on June 21, 1834.

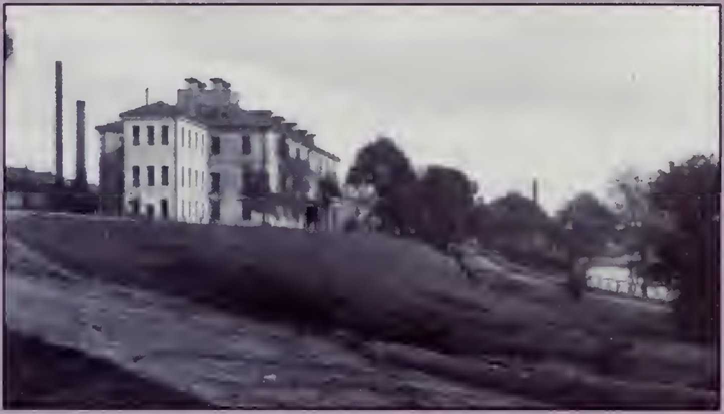
Chelsea Naval Hospital And Magazine

ALTHOUGH NEVER FORMALLY COMPONENTS of the Navy Yard, the Naval Hospital and Naval Magazine located across the Mystic River in Chelsea came under the control of the Navy Yard Commandant until November 1945, when the positions of Commandant of the First Naval District and that of Shipyard Commander were separated.

The first Marine Hospital in Boston was built on a parcel of land in the Navy Yard transferred to the Treasury Department in 1805. The initial Marine Hospital was intended to serve both civilian mariners and naval sailors. In 1811, Congress authorized a separate Naval Hospital Fund. However, for over a decade the Navy made no efforts to build a separate hospital at Boston.

That changed in 1823, when a naval hospital site in Chelsea was purchased from Aaron Dexter. Located at the confluence of the Mystic and Island End Rivers, it contained a large hill now known as Admiral's Hill. At the same time, the Navy Yard began efforts to reclaim the Marine Hospital site from the Treasury Department. That facility was turned over to the Navy on Apr. 22, 1825. Two years later, on Oct. 4, 1827, the Marine Hospital moved into a new facility in Chelsea fronting on Chelsea Creek.

Meanwhile, Alexander Parris had been engaged to prepare plans for the Naval Hospital. On July 10, 1832, Congress approved the funds for construction. The Board of Navy Commissioners engaged Parris to superintend the work, which commenced in the summer of 1833. The site chosen was not quite half way between the shore and the top of the south face of the hill. Built of Vermont granite, the three-story structure (Building 1) opened on Jan. 6, 1837. A three-story addition at the west end was completed in 1865.

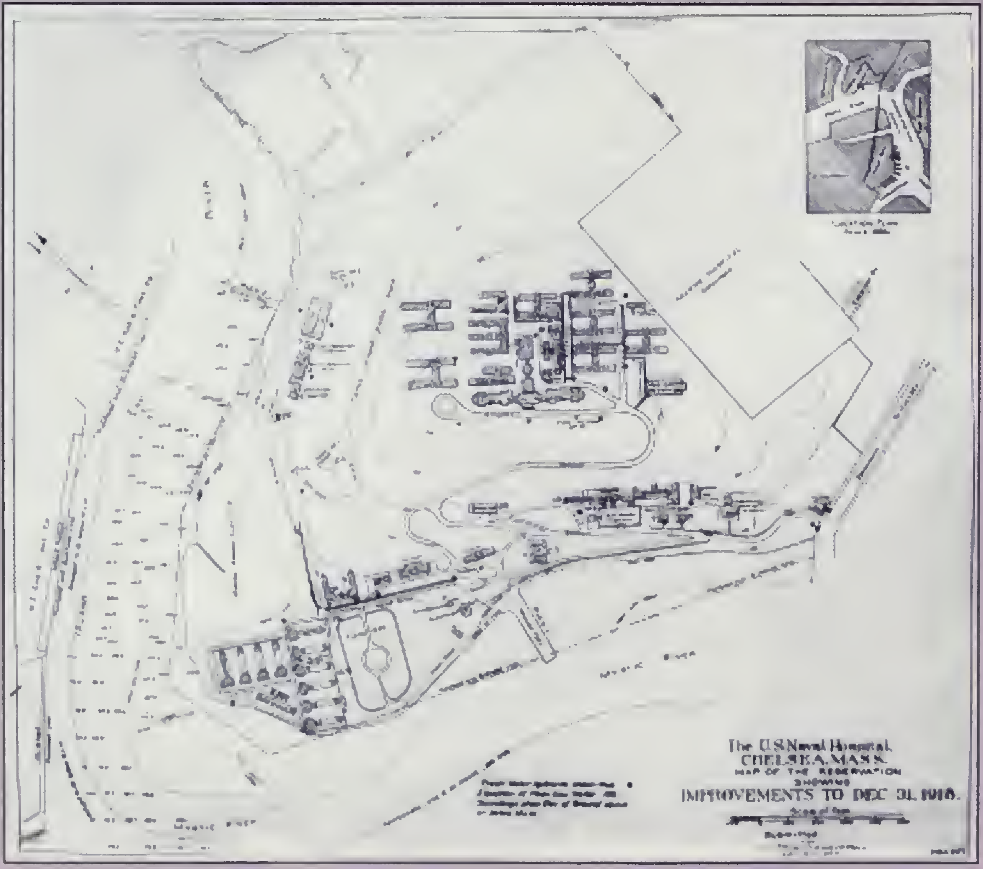

This view of the west and south sides of the Naval Hospital taken on Oct. 4, 1913, shows how the facility was sited part way up the hill from the Mystic River. The smaller portion of the structure is the 1865 addition. *BOSTS-7984*

In 1855 the Marine Hospital acquired a portion of the Naval Hospital property for a new facility. This was completed in December 1857. Enlarged from three to four stories in 1865, it remained in use until the Marine Hospital moved to Brighton in 1940. The facilities were then turned over to the Navy, the main hospital building becoming quarters for hospital corpsmen (Building 59).

By the early 1900s, the Naval Hospital had become too small. A new facility (Building 22), located at the top of the hill, opened on April 24, 1915. The original hospital building was subsequently converted into quarters for Navy nurses. Throughout its existence, numerous other structures, including temporary hospital wards, quarters for officers, barracks, and support buildings, were erected on the property.

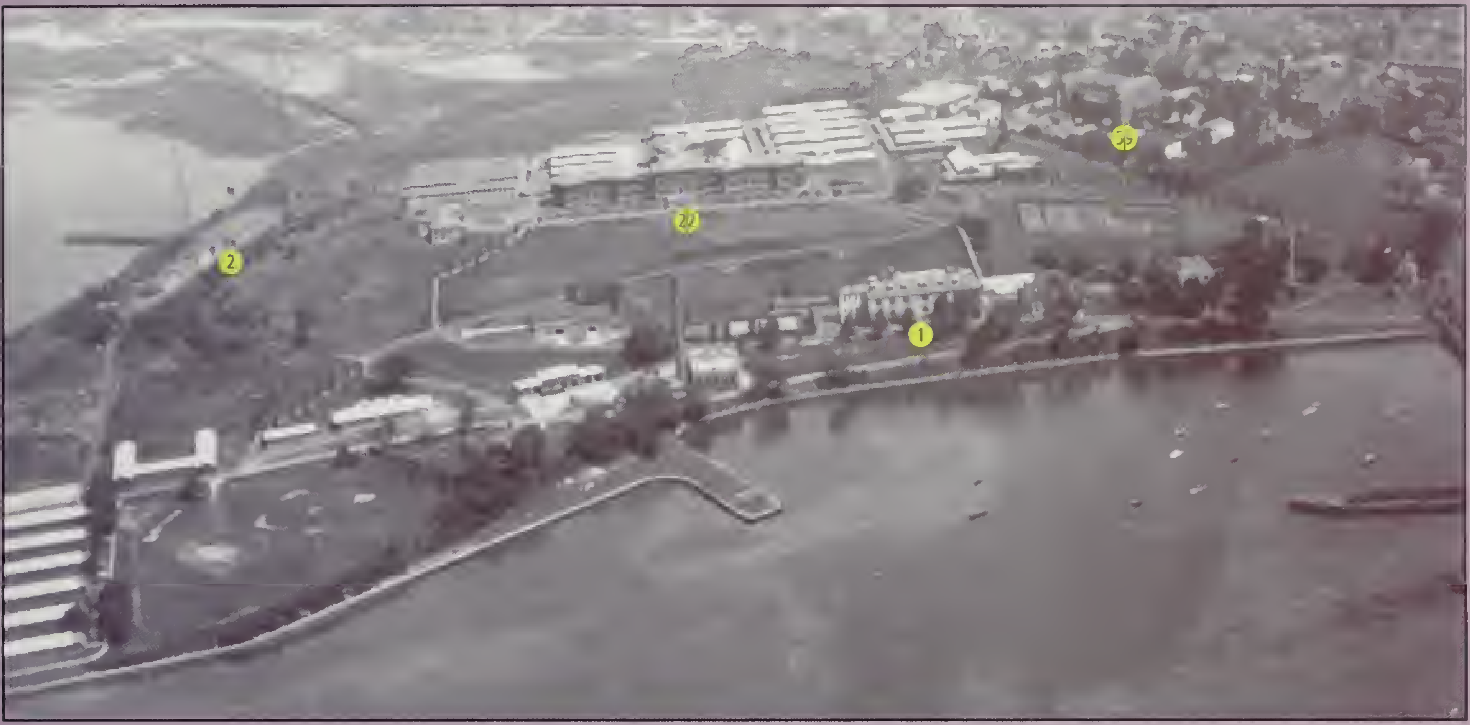
On August 14, 1973, the hospital property was placed on the National Register of Historic Places as the Naval Hospital Boston Historic District. This designation reflected the fact that the official name of the property was always Naval Hospital, Boston. The Chelsea Naval Hospital fell victim to the same closure axe as the Navy Yard, closing its doors in 1974.

In December 1979 the federal government sold 70 upland acres to the state. This area was subsequently redeveloped as the Admiral's Hill residential complex. While the 1915 hospital building was demolished,



This Dec. 31, 1918, plan shows the Chelsea Naval Hospital site as it was at the end of World War I. The original hospital building (Building 1) is located on the mid-point of the south slope, while the 1915 hospital (Building 22), with its subsidiary structures, is at the top of the hill. The Naval Magazine (Building 2) is on the west side of the property, with its own pier (Pier 2). Note how the Marine Hospital site had been carved out of the original Naval Hospital property. The inset location plan shows the geographical relationship between the hospital and the Navy Yard. It was this relationship that had led to the 1869 proposal to move the Ropewalk from Charlestown to Chelsea. *BOSTS-8073*

Chelsea Naval Hospital And Magazine



This aerial photograph taken by a plane from Naval Air Station Anacostia on August 18, 1925, has almost the same orientation as the 1918 site plan. The key structures include the original Naval Hospital (Building 1); the Naval Magazine (Building 2); the new Naval Hospital (Building 22); and the Marine Hospital (later Building 59). *BOSTS-7980*

the original structure (Building 1) and the former Marine Hospital (Building 59) have been reused along with many of the site's quarters. The remaining 35-acre portion of the property along the riverfront was transferred to the Metropolitan District Commission in October 1970 for use as a public park, Mary O'Malley Park (Chelsea Naval Hospital Park).

THE MAGAZINE at the Navy Yard was originally shared by the Army and the Navy. It subsequently became the sole property of the Navy. It was among the structures identified for removal in Loammi Baldwin's 1828 master plan for the yard. Although cannonballs and some explosive shells would continue to be stored at the Navy Yard throughout the 19th century, the Navy looked to move its gunpowder storage to a more remote site.

The Magazine was demolished in 1831. Not until June 30, 1834, however, did Congress fund a new Naval Magazine to be located on the Naval Hospital property. Sited on the northwestern side of the hill, the granite Magazine (Building 2) and adjoining Quarters (Building 3) were designed by Alexander Parris. The facility, formally transferred to the control of the Bureau of Ordnance in 1867, would remain in use until 1912, when the transfer of materials to the new Naval Ammunition Depot at Hingham was completed. Both structures continued to be used by the hospital and are among those at the site to be restored for reuse following the hospital's closure.

The Naval Magazine, designed by Alexander Parris in a style similar to the Navy Yard Ropewalk Complex, consisted of two structures—the Magazine (Building 2) (above) and the adjoining Quarters (Building 3) (right)—seen on Aug. 9, 1921. These photos were part of a detailed photographic inventory of the Navy's shore facilities. *BOSTS-7987 (above); BOSTS-7976 (right)*

The original Alexander Parris-designed Naval Hospital (Building 1) has been converted into condominiums as a part of the Admiral's Hill development on the former Naval Hospital property. Note the difference in the color of the granite between the original building and the 1865 addition at left in this Mar. 2003 view. *Ron Gilbert, rbgilbert.com*

Sept. Upper Quarters (Quarters B-C-D-E-F/Building 265) completed.

Sept. 9 Dry Dock 1 formally turned over to the Navy Yard.

Nov. Quay wall and fence between Cordage Store F and Shiphouse G completed.

1834

— Cobb Wharf demolished; new swinging gates for Timber Dock installed.

Jan. 24 FY 1834 Naval Appropriations Act authorized extension of the quay wall, construction of the Ropewalk (Building 58), laying stone runners for guns, and extending and repairing the timber docks.

Apr. 1 Board of Navy Commissioners approved construction of Ropewalk (Building 58); modification of building configuration from that shown on the 1828 master plan had been approved by President Andrew Jackson on Mar. 24, 1834.

May 13 Alexander Parris designated as Superintendent for Ropewalk construction project.

June 30 Congress authorized the defense of the suit by the heirs of John Harris claiming ownership of the former Water and Henley Sts. within the Navy Yard.

The same act also authorized the construction of a new Naval Magazine. This structure, designed by Alexander Parris, would be located on the grounds of the Chelsea Naval Hospital.

July 28 *Anchor Hoy & Tank* launched.

Autumn Additional stone runners laid in Gun Park to increase storage capacity.

Oct. 31 Modification of 1828 master plan to resite Tarring House (Building 60) and Hemp House (Building 62) from the location shown on the 1828 master plan to that allocated to Timber Shed No. 30 approved.

1835

Feb. 13 FY 1835 Naval Appropriations Act authorized construction of Storehouse No. 15 (Building 34), extension of the quay wall east of the Mast House, and reorienting the Lower Quarters (Quarters L-M-N-O/Building 266) to face the Salem Turnpike (Chelsea St.).

June 25 Board of Navy Commissioners approved extension of Quay Wall along the Mystic River edge of the yard from the Mast House to the Timber Dock; completed in Sept. 1837.

July 25 Board of Navy Commissioners approved reconstruction of Lower Quarters (Quarters L-M-N-O/Building 266); completed in mid-1836.

Mar. 16 Commodore John Downes assumed position of Navy Yard Commandant.

July 28 USS *Independence* entered Dry Dock 1 for conversion from ship-of-the-line to frigate; undocked on Aug. 19, 1836.

1836

— The U.S. Supreme Court in *Harris et al. v. Elliott* upheld the claim of the heirs of John Harris to the ownership of the portions of the former Henley and Water Sts. within the Navy Yard.

Jan. 7 Chelsea Naval Hospital completed.

May 14 FY 1836 Naval Appropriations Act provided funds for completing and equipping the Ropewalk, the Tarring House (Building 60), the Hemp House (Building 62), Storehouse No. 15 (Building 34), and changes to the Lower Officers Quarters (Quarters L-M-N-O/Building 266).

The same act authorized purchase of a site near the Navy Yard for a new Marine Barracks. This authority would not be exercised.

May 31 USS *Porpoise* launched.

Sept. Iron fence replaced Navy Yard Boundary Wall in front of Lower Quarters (Quarters L-M-N-O/Building 266).

Oct. 25 USS *Consort* launched.

Oct. 29 USS *Pioneer* launched.

1837

— Storehouse No. 15 (Building 34) and Saw Mill wing of Dry Dock Engine House No. 55 (Building 22) completed.

Apr. 27 Board of Navy Commissioners authorized Alexander Parris to prepare plans of Navy Yard buildings and machinery.

May Ropewalk (Building 58) completed.

Sept. Tarring House (Building 60) completed.

Dec. Hemp House (Building 62) completed.

Dec. 2 USS *Cyane* launched.

Dec. 16 Ropewalk began operation.

1838

Apr. Bridge across the Timber Dock repaired.

May 31 FY 1838 Naval Appropriations Act authorized construction of Shiphouse No. 39 (Building 73).

June 20 Board of Navy Commissioners approved construction of Shiphouse No. 39 (Building 73).

1839

Mar. 3 Congress authorized the purchase of "a tract of land belonging to the heirs of John Harris" within the Navy Yard.

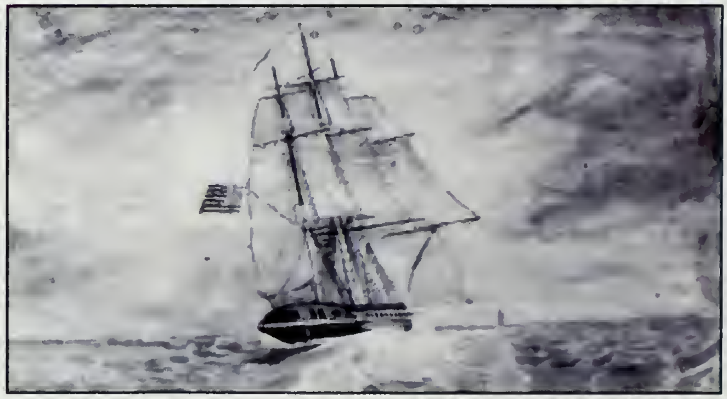
Apr. 24 USS *Marion* launched.

Oct. 27 New Masting Shears erected on Shear Wharf.

1840

Mar. 31 President Martin Van Buren issued an order establishing a ten-hour day for navy yard workers.

Apr. 28 Alexander Parris completed set of plans of Navy Yard buildings; transmittal of plans marked end of Parris' employment by the Navy Yard.



This drawing of USS *Cyane* is from a journal of a cruise while the sloop-of-war was assigned to the Pacific Station in 1842-1843. *BOSTS-10847*

Yard Commandants In The 1840s

Capt. John B. Nicolson
BOSTS-7258

Commodore Foxhall A. Parker
BOSTS-7270

July 6 The Navy purchased the portions of Water and Henley Sts. within the Navy Yard (1.056 acres) in order to settle claims by the heirs of John Harris.

1841

— Training brig *Apprentice* launched.

— Oil (Painters Boiling) House addition to Steam Chest (Building 23) completed.

Mar. 3 FY 1841 Naval Appropriations Act authorized construction of Oil Boiling House (Building 23).

1842

Feb. 4 Keel of USS *Bainbridge* laid down in newly-completed Shiphouse No. 39 (Building 73).

Apr. 26 USS *Bainbridge* launched.

May 24 USS *Cumberland* launched.

June 1 Capt. John B. Nicolson assumed position of Navy Yard Commandant.

July 15 USS *Ohio* placed in service as Navy Yard Receiving Ship.

Aug. 26 New Saluting Battery utilized for first time.

Aug. 31 Board of Navy Commissioners abolished and replaced by a series of bureaus having cognizance over particular subjects. This organization was soon mirrored in individual navy yards, with each yard department reporting to its parent in Washington.

1843

June 19 President John Tyler visited the Navy Yard.

July 24 Construction of an extension of the Navy Yard Boundary wall along the east edge of the yard commenced.

Nov. 11 USS *Plymouth* launched.

1844

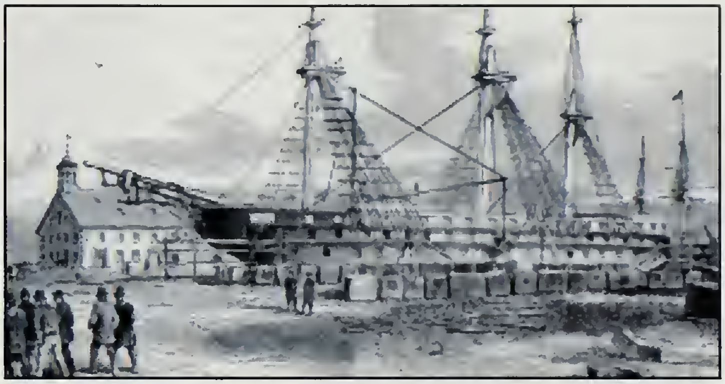
— Boiler House (Building 22 Substation) addition to Dry Dock Engine House (Building 22) completed.

June 15 Memphis Navy Yard authorized.

Oct. 22 Construction of a Coal Shed on Site No. 15 authorized.

1845

— Wharf No. 65 (Wharf 5/Pier 8) and extension of Navy Yard Boundary Wall from Water St. along Quay Wall No. 58 (Wharf 1) at the west side of the yard completed.



The ship-of-the-line USS *Vermont* was launched by the Navy Yard in September 1848, nearly thirty years after she had been laid down. At the time of this engraving of her in Dry Dock 1 in 1852, she was being considered for assignment to the expedition to Japan being planned under Commodore Matthew C. Perry, but the vessel would remain incomplete at Charlestown for another decade before being commissioned as a storehip to support the Civil War naval blockade of the South. *BOSTS-14544*

Nov. 28 Commodore Foxhall A. Parker assumed position of Navy Yard Commandant.

1846

May 13 Congress declared war on Mexico, which had declared war on the United States on Apr. 23, 1846.

Aug. 20 USS *Franklin* placed in service as Navy Yard Receiving Ship, replacing USS *Ohio*, placed out of service on Aug. 15, 1846.

1847

— Wharf No. 66 (Wharf 6/Pier 9) completed.

Mar. 3 FY 1848 Naval Appropriations Act authorized construction of Wharf No. 64 (Wharf 4/Pier 7), Brick Barn (Building 56), Smith Shop & Plumbers Shop (Building 25), Shell House, and Joiners & Carpenters Shop (Building 24).

Apr. 12 Reconstruction of Shear Wharf 61 begun.

June 20 President James K. Polk visited the Navy Yard.

1848

Feb. 2 Treaty of Guadalupe-Hidalgo ending Mexican War signed.

Aug. 3 FY 1849 Naval Appropriations Act authorized construction of Timber Shed No. 37 (Building 76), Angle Wharf No. 59 (Wharf 3), and Coal House No. 68 (Building 28).

Aug. 14 Demolition of Shiphouse G approved by Secretary of the Navy George Bancroft; work began on Aug. 17 and was completed on Aug. 28, 1848.

Sept. 15 USS *Vermont* launched.

Dec. 9 Master Commandant Joseph Tattnall became Acting Commandant on the departure of Capt. Parker for special service in Europe.

1849

— Carpenters & Joiners Shop (Building 24) completed.

Mar. 3 FY 1850 Naval Appropriations Act authorized construction of Sail Loft No. 24 (Building 33).

Mar. 19 Commodore Downes resumed position of Navy Yard Commandant.

Sept. Coal House No. 68 (Building 28) completed.

Capt. Francis H. Gregory (1780-1866) saw active service in the War of 1812, becoming a British prisoner-of-war in 1814. Promoted to captain in 1838, Gregory saw active service during the Mexican War. After the war, he commanded the African Squadron before becoming Commandant of the Navy Yard in May 1852. During his tenure, the yard began construction of the massive Machine Shop complex which would allow it to deal with steam-powered vessels. Retiring in 1856, he was recalled to active duty as a rear admiral in 1862, supervising naval construction in private shipyards during the Civil War. *BOSTS-7146*

Nov. Angle Wharf No. 59 (Wharf 3) completed.

1850

Sept. 28 FY 1851 Naval Appropriations Act authorized construction of Store House No. 36 (Building 77).

Oct. 26 USS *John Hancock* launched; ship is first Navy Yard-built vessel to be steam powered.

1851

— Post-and-chain railing erected around Dry Dock 1 to prevent persons from falling into the dock.

Mar. 3 FY 1852 Naval Appropriations Act provided for completion of Sail Loft No. 24 (Building 33) and Store House No. 36 (Building 77), as well as for a Coal House near the Ropewalk (Building 79).

June 13 USS *Ohio* placed in service as Navy Yard Receiving Ship, replacing USS *Franklin*.

Sept. 18 President Millard Fillmore visited the Navy Yard.

Oct. 29 USS *Princeton* launched.

1852

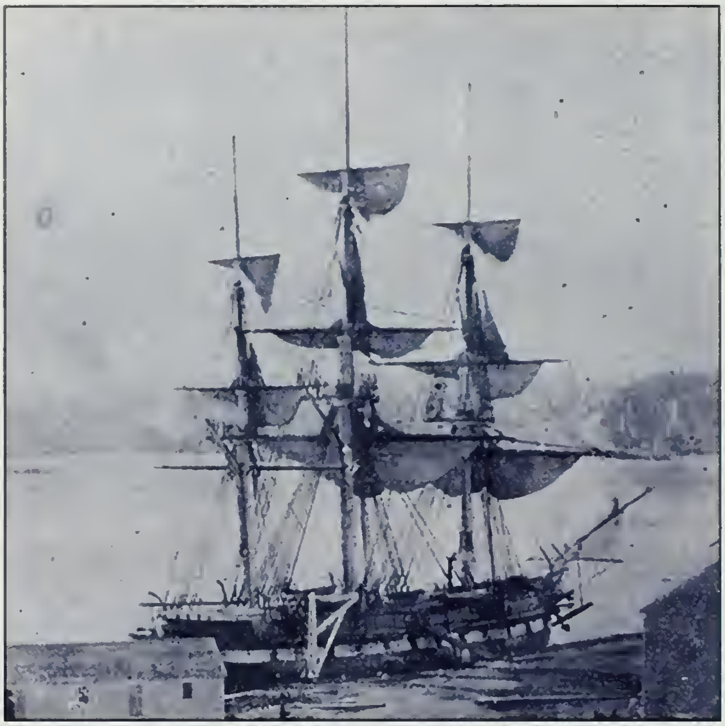
— Ropewalk Coal House (Building 79) completed.

Jan. Sail Loft No. 24 (Building 33) completed.

May 19 Capt. Francis H. Gregory assumed position of Navy Yard Commandant.

Aug. 31 FY 1853 Naval Appropriations Act authorized construction of Pitch House & Oakum Loft (Building 10) and Muster House (Building 31).

Rear Adm. Silas H. Stringham (1798-1876) began his naval career during the War of 1812. His active service included command of USS *Ohio* during the attack on Vera Cruz in the Mexican War. He became Commandant of the Navy Yard in 1855, serving until 1859. Promoted to rear admiral in July 1862, he commanded the North Atlantic Blockading Squadron until recalled to the command of the Navy Yard in Dec. 1863, the last officer to serve more than one term as Navy Yard Commandant. *BOSTS-7335*



USS *Cumberland* is seen at the Portsmouth Navy Yard ca. Sept. 1860. She had been converted from a frigate to a sloop-of-war in Dry Dock 1 at Charlestown during 1856 and 1857. *NHC NH-61867*

The Act also authorized establishment of a navy yard in San Francisco Bay or neighboring waters.

Oct. 15 USS *John Hancock* hauled onto ways of Shiphouse H (Building 68) for reconstruction.

1853

Feb. 24 USS *John Hancock* launched following rebuilding.

Mar. 3 FY 1854 Naval Appropriations Act authorized construction of Cooperage & Packing House (Building 38) and Coal House for Ropewalk (Building 79), as well as rebuilding of Smithery O and Saluting Battery.

May 12 USRC *Bibb* launched.

July 14 Joseph E. Billings reported for duty as the yard's first permanent Civil Engineer.

Aug. Pitch House & Oakum Loft (Building 10) and Muster House (Building 31) completed.

Nov. 28 "Mechanics gate" in the Boundary Wall at the west end of the Ropewalk (Gate 4) opened.

1854

Sept. 16 Mare Island Navy Yard established as the first navy yard on West Coast.

Aug. 5 FY 1855 Naval Appropriations Act authorized construction of Machine Shop, Smithery, Foundry, & Forge Shop (Building 42); Boiler House (Building 43); and extension of Shiphouse H (Building 68) and slip. The act also authorized purchase of new steam engine for Dry Dock pumps. The Act also authorized transfer of Memphis Navy Yard to City of Memphis.

Oct. Lengthening of building ways in Shiphouse H (Building 68) completed.

Oct. 31 Memphis Navy Yard disestablished and transferred to City of Memphis.

1855

Mar. 3 FY 1856 Naval Appropriations Act authorized construction of a Shell House (Building 32) and rebuilding of Dry Dock Engine Boiler House (Building 22).

June 15 USS *Merrimack* launched.

Sept. 11 Lightship *Brilliant* (LV-4) launched for U.S. Lighthouse Board; ship entered service on the Bishop & Clerks station in Vineyard Sound on Jan. 10, 1856.

Nov. 1 Capt. Silas H. Stringham assumed position of Navy Yard Commandant.

1856

— Shell House (Building 32) and Machine Shop Boiler House (Building 43) completed.

July 11 New engine for Dry Dock pumps placed in service.

Aug. 9 USS *Cumberland* entered Dry Dock for conversion from frigate to sloop-of-war; undocked on May 23, 1857.

Aug. 16 FY 1857 Naval Appropriations Act authorized introduction of gas lighting into Navy Yard.

Aug. 30 Work to introduce gas lighting into Navy Yard began.

1857

— Machine Shop, Foundry & Smithery (Building 42) completed; work to install machinery would continue until 1862.

— Battery and Ordnance Quay completed.

— Packing House & Cooperage (Building 38) completed.

Mar. 3 FY 1858 Naval Appropriations Act authorized extension of Dry Dock 1 and addition of third story to Packing House (Building 38).

1858

June 12 FY 1859 Naval Appropriations Act authorized construction of Ropewalk Boiler House (Building 79).

July 8 Construction began on extension of Dry Dock.

Nov. 22 USS *Hartford* (IX-13) launched.

1859

Feb. 15 USS *Narragansett* launched.

Apr. 30 Capt. William L. Hudson assumed position of Navy Yard Commandant.

During the Civil War, the Navy Yard built five sidewheel double-end gunboats intended for service on coastal waters. The first of these ships, USS *Maratanza*, is seen here. *BOSTS-11916*

Capt. William L. Hudson (1794-1862) served as Navy Yard Commandant from April 1859 to June 1862. Under his command, the yard mobilized to meet the needs of a rapidly-expanding Navy as a result of the outbreak of the Civil War. Appointed a midshipman in 1816, his first command was USS *Peacock* from 1838 to her loss in June 1841. He later commanded USS *Vincennes* and USS *Niagara*. He died only a few months after being relieved as yard Commandant. The Boston-built destroyer USS *Hudson* (DD-475) was named in Capt. Hudson's honor. *BOSTS-7169*

1860

June Navy Yard civilian employment stood at 460.

1861

Jan. 12 Confederate forces seized Pensacola Navy Yard.

Feb. 21 FY 1862 Naval Appropriations Act authorized repairs to Marine Barracks (Quarters I); this project involved rebuilding and enlarging the structure.

Apr. 12 Attack on Fort Sumter marked start of Civil War.

Apr. 19 President Abraham Lincoln proclaimed naval blockade of the South; blockade limits expanded on Apr. 27 in response to the secession of Virginia from the Union.

Apr. 20 Confederate forces seized Norfolk Navy Yard, including USS *Merrimack*, which would be converted into ironclad CSS *Virginia*.

May 9 Bureau of Yards & Docks authorized moving of Commandant's Office (Building 29) from the Marine Barracks Parade Ground (north side of Second Ave.) to the Shot Park (south side of Second Ave.).

Aug. 5 FY 1862 Supplemental Naval Appropriations Act authorized completion of Marine Barracks (Quarters I) project.

Oct. 10 USS *Wachusett* launched.

Nov. 20 USS *Housatonic* launched.

Nov. 26 USS *Maratanza* launched.

Dec. 21 Powder Boat launched.

1862

Mar. 9 Encounter between ironclads USS *Monitor* and CSS *Virginia* (ex-USS *Merrimack*) at Hampton Roads revolutionized naval warfare.

Mar. 28 USS *Canandaigua* launched.

Apr. 2 USS *Genesee* launched.

Apr. 18 USS *Tioga* launched.

May 9 Confederate forces abandoned Pensacola Navy Yard.

May 10 United States forces reoccupied Norfolk Navy Yard.

The racing yacht *America*, which had won the first America's Cup race off the Isle of Wight in 1851, had been used as a Confederate blockade runner under the name *Camilla*. Scuttled on the Florida coast to avoid capture, *Camilla* was raised by the Navy in early 1862 and placed in commission as USS *America*. She spent much of the Civil War serving the Naval Academy, temporarily relocated from Annapolis to Newport, R.I. Here she is seen off the Charlestown Navy Yard in 1863. Sold to former Massachusetts Governor Gen. Benjamin Franklin Butler in 1873, *America* remained in private ownership until 1921. At that time she was presented to the Naval Academy as a training ship (IX-41), serving as such until a March 1942 blizzard resulted in the collapse of the structure protecting her while she was out of the water for an overhaul. Her crushed remains were disposed of in 1945.

Peabody-Essex Museum 6238

June 3 Commodore John B. Montgomery assumed position of Navy Yard Commandant.

June 11 Navy Yard began to utilize water from the Cochituate Reservoir.

July 14 FY 1863 Naval Appropriations Act authorized completion of Marine Barracks (Quarters I) repairs; purchase of Nesmith forge hammer and futtock sawmill and construction of Heavy Hammer House (Building 40) and Saw Mill (Building 67) to accommodate them; construction of a Foundry coal house (Building 43 addition) and an Ordnance Store (Building 39); and the purchase of Oakman & Eldridge's Wharf.

Fall Reconstruction of Marine Barracks (Quarters I) completed.

1863

Feb. 17 USS *Tallapoosa* launched.

Mar. 3 FY 1864 Naval Appropriations Act authorized construction of new Joiners Shop & Painters Loft (Building 36) and additional funds for Heavy Hammer House (Building 40), as well as an extension of the Shear Wharf

Mar. 23 USS *Monadnock* launched.

June 1 Navy Yard took possession of tract of land (2.32 acres) purchased on July 1, 1862, from Oakman and Eldridge at west side of yard; purchase included White's Wharf as well as Building 3 (built 1840) and Building 4 (built 1827).

June 4 USS *Pequot* launched.

July 30 USS *Winooski* launched.

Aug. 28 USS *Saco* launched.

Dec. 15 Rear Adm. Silas H. Stringham resumed position of Navy Yard Commandant.

1864

— New Water Closets (Buildings 13, 14) and Yards & Docks Workshop (Building 54) completed.

— New Heavy Hammer House (Building 40) completed.

Jan. 2 Keel of USS *Pompanoosuc* laid down; never launched; broken up 1883.

Mar. 14 FY 1864 Deficiency Appropriations Act authorized construction of temporary storehouse for provisions (Building 37).

Mar. 28 The Navy purchased the former Edgeworth Tool Co. property in Malden for use as a Nitre Depot.

Apr. 15 Keel of USS *Quinsigamond* laid down; never launched; broken up 1884.

May 21 FY 1865 Naval Appropriations Act provided additional funding for Joiners Shop (Building 36), Shear Wharf extension, and Ordnance Store (Building 39), as well as for railroad tracks in the yard.

July 21 USS *Ammonoosuc* launched.

Dec. Employment peaked at 4,955.

1865

Mar. 3 FY 1866 Naval Appropriations Act authorized the construction of an addition to the 2nd story of the Ropewalk (Building 58), two building slips, and a Tar Pit (Building 59).

Apr. 9 Surrender of Gen. Robert E. Lee to Gen. Ulysses S. Grant marked effective end of Civil War.

Apr. 20 Explosion in the Shell House (Building 32) killed four men and wounded six others.

Sept. 9 USS *Guerriere* launched.

Oct. 18 Construction of Coal Shed on former Oakman & Eldridge Wharf (Building 7) approved.

Nov. 4 Navy Yard railroad system inaugurated.

Nov. 30 Construction of USS *Keywadin* and USS *Quinsigamond* suspended; never resumed; broken up 1884.

1866

— Joiners Shop & Paint Loft (Building 36), Ordnance Store (Building 39), Copper Shop (Building 44), Repair Shop (Building 45), Battery Shed (Building 48), Coal Shed (Building 78), and Hoop Furnace (Building 80) and addition of 2nd floor to Plumbers & Tinners Shop (Building 28) completed.

— Construction of USS *Confiance*, USS *Meredosia*, and USS *Serapis* canceled; screw sloops-of-war had been ordered in 1863 but not laid down.

Apr. 17 FY 1867 Naval Appropriations Act authorized widening of main entrance to the Navy Yard as well as filling of a portion of the Timber Dock and an addition to the Stable (Building 56).

This June 1871 photograph of a council of war on board USS *Colorado* off Korea shows three men who either had served or would become Commandants of the Navy Yard in the post-Civil War era. Former Commandant (1866-1869) Rear Adm. John Rodgers, then in command of the Asiatic Squadron, stands at the right of the table with his hand on a chart. Seated to his immediate right is Rodgers' Chief of Staff, Capt. Edward T. Nichols, who would serve as Navy Yard Commandant from 1873 to 1876. Standing second from left with his arms folded, Cdr. Lewis A. Kimberly, then commanding officer of USS *Benicia*, would serve as Commandant from 1885 to 1887. *NHC NH-63678*

Apr. 25 Bureau of Yards & Docks authorized construction of 2nd floor to Coal House (Building 28) for use as Plumbers & Tinners Shop.

June 16 Nitre Depot at Malden placed under command of the Navy Yard Commandant.

July 4 Joseph Billings resigned his position as Civil Engineer of the Navy Yard.

Aug. 25 USS *Manitou* launched.

Oct. 4 Navy purchased tract of land (0.014 acres) near Main Gate to the yard from Ann M.H. Hull, widow of Isaac Hull.

Dec. 15 Commodore John Rodgers assumed position of Navy Yard Commandant.

1867

— Wood Shed (Building 2), Oil Boiling House (Building 11), Marine Corps Officer-of-the-Day Quarters (Building 30), Boiler Storage Shed (Building 41), Spare Machinery Shed (Building 46), Gun-Carriage Shed (Building 57), Grindstone House (Building 65), Steam Box (Building 86), and Sheds (Buildings 88, 89) completed.

June 25 President Andrew Johnson visited the Navy Yard.

July 1 A reorganization of navy yard administration saw the creation of departments within each yard paralleling and responsible to the various bureaus in Washington, with buildings in the yards assigned to the appropriate departments.

Aug. 15 USS *Nantasket* launched.

Nov. 18 Charlestown City Council granted Navy Yard permission to erect a new fence and gateway at the Main Gate of the yard.

1868

— During FY 1868, the current Navy Yard building numbering system was instituted.

— Iron Platers' Shop (Building 16), Saw Mill (Building 67), and Coal Shed (Building 72) completed.

Apr. 11 Navy acquired site for New London Navy Yard.

Oct. 31 USS *Alaska* launched.

Dec. 12 Navy acquired League Island in Philadelphia as new site for Philadelphia Navy Yard.

1869

— Woodsheds (Buildings 81, 82, 83) completed.

Mar. 11 Secretary of the Navy Adolph E. Borie established a board of senior officers to review and report on the condition of navy yards.

Oct. 6 Naval Board on Yards and Docks submitted a report on the Boston Navy Yard, recommending numerous improvements, including moving of Ropewalk to Chelsea Naval Hospital property.

Nov. 2 Steam heating introduced into various yard buildings.

Dec. 15 Commodore Charles Steedman assumed position of Navy Yard Commandant.

1870

Aug. 24 Bureau of Yards & Docks authorized Boiler House Chimney addition to Building 22.

1871

Apr. 14 Addition of third story to Muster House (Building 31) authorized; completed in the summer of 1871.

Sept. 18 Site of new Timber-Bending Mill (Building 66) approved; completed in the spring of 1872.

Oct. Contract awarded to John W. Griffiths for purchase and installation in the Navy Yard of a timber-bending machine.

1872

— Angle-Bending Furnace (Building 61) and Shiphouse (Building 92) on former Shiphouse G site completed.

July 22 Additions to Quarters C and D authorized; work was completed during FY 1873.

Sept. 15 Commodore Enoch G. Parrott assumed position of Navy Yard Commandant.

1873

— Furnace (Building 9), Scale House (Building 19), and Equipment Department (Ropewalk) Boiler House (Building 52) completed.

Aug. 20 Yard workers commenced breaking up the incomplete USS *Virginia*.

Oct. 18 Commodore Edward T. Nichols assumed position of Navy Yard Commandant.

1874

— During FY 1874 additions to Quarters B, E, and F were completed. Also during the year gas lighting was installed in Buildings 16, 22, 24, 33, 36, 38, 39, 42, 44, 58, 79, and 92.

Jan. 1 City of Boston annexed City of Charlestown.

Mar. 5 USS *Intrepid* launched.

Oct. 23 USS *Vandalia* launched.

Oct. 24 USS *Adams* launched by Donald McKay; McKay's contract for the ship had authorized him to use Navy Yard facilities in the construction of the screw sloop-of-war.

Late 19th Century Navy Yard Commandants: A Gallery

FROM THE CIVIL WAR through the end of the 19th century, most Navy Yard Commandants (excluding William F. Spicer and Henry F. Picking, who died in office) held the post for terms of approximately three years. This gallery presents portraits of all officers who served in that position in this period not shown elsewhere in this appendix in order of service. Parker, Badger, and Selfridge—along with John Rodgers and Lewis A. Kimberly—have been honored by the Navy by having destroyers named for them.

Commodore John B. Montgomery
BOSTS-7245

Rear Adm. Charles Steedman
BOSTS-769

Commodore Enoch G. Parrott
BOSTS-7273

Commodore Foxhall A. Parker, Jr.
BOSTS-7271

Commodore William F. Spicer
BOSTS-77329

Commodore George M. Ransom
BOSTS-7291

Commodore Oscar C. Badger
BOSTS-7012

Commodore William P. McCann
BOSTS-7213

Capt. Thomas O. Selfridge
BOSTS-7311

Rear Adm. Joseph Fyffe
BOSTS-7126

Commodore Joseph N. Miller
BOSTS-7242

Rear Adm. Henry F. Picking
BOSTS-7279

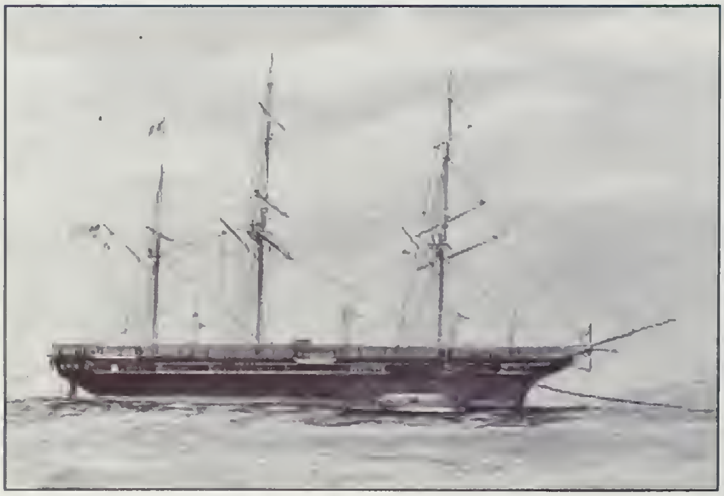
1875

— Blacksmith Shop (Building 25) demolished and rebuilt in new location as Cart Shed and Blacksmith Shop.

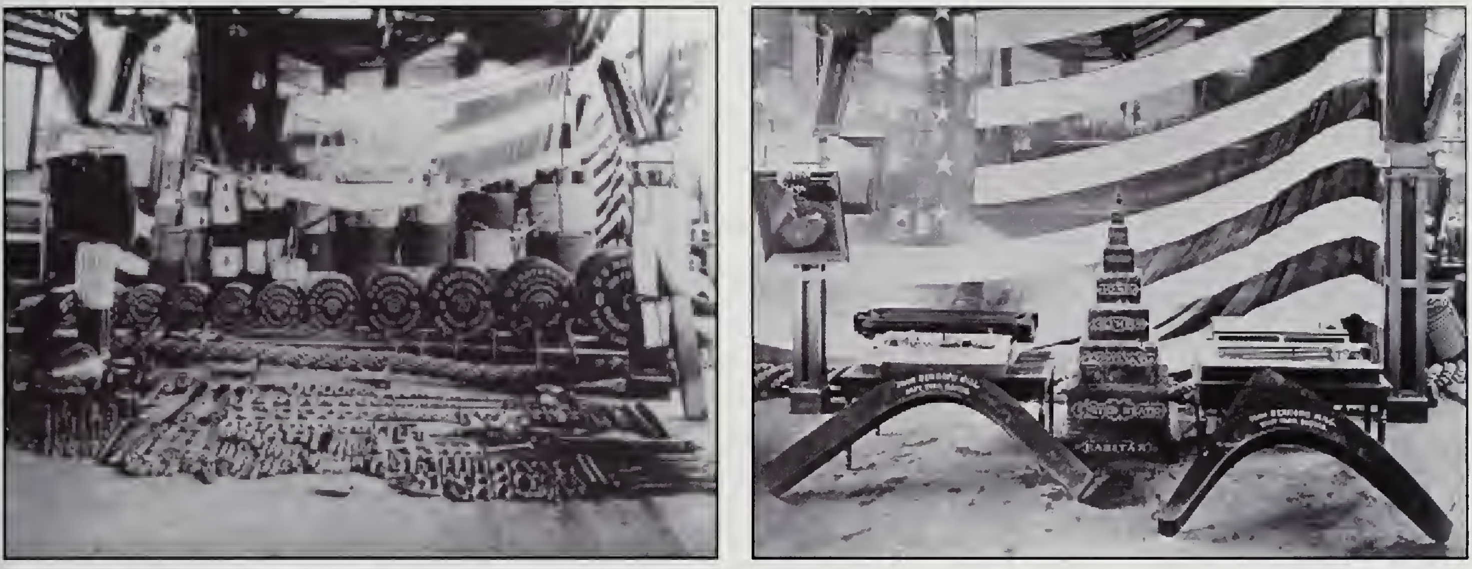
Oct. 28 USS *Wabash* replaced USS *Ohio* as Navy Yard Receiving Ship; *Ohio* would remain moored at the yard until sold for scrapping in 1883.

1876

Jan. 7 Original Philadelphia Navy Yard at Southwark closed and new yard at League Island established.



This drawing of USS *Vandalia*, the last wooden warship built by the Navy Yard, was done by former Commandant Rear Adm. Lewis A. Kimberly while in command of the Asiatic Station. It shows the vessel in Apia Harbor, Samoa, just before the March 1889 hurricane that sank the ship.
NHC NH-42117



Products of the Charlestown Navy Yard were prominently displayed as a part of the U.S. Navy's exhibit at the 1876 International Centennial Exposition held in Philadelphia. The view at left shows spools of rope ranging from 1 to 6 inches in diameter marked "U.S. Ropewalk, Navy Yard, Boston." In front of the spools is a length of 8-inch diameter cable that was later displayed in the Ropewalk and is currently preserved and displayed as a part of the museum collection of Boston National Historical Park. The view at right shows models of dry docks, timber bent by the Navy Yard's Bending Mill (Building 66), and a monument made from wood of ships lost in the Hampton Roads area during the Civil War, including, second and third from the top, the Boston-built USS *Cumberland* and USS *Merrimack*. Products of the Ropewalk would also be displayed at the 1892 Columbian Exposition in Chicago.

NHC NH-80854 (left); NH-80855 (right)

May 10 The U.S. Centennial Exposition opened in Philadelphia. Rope and other products from the Charlestown Navy Yard were among the more prominent features of the U.S. Navy's exhibit at the world's fair.

Oct. 2 Commodore Foxhall A. Parker, Jr., assumed position of Navy Yard Commandant.

1878

May American Wood Preservation Co. opened wood treatment plant in Building 41.

June 26 Commodore William F. Spicer assumed position of Navy Yard Commandant.

June 30 Extension to Quarters E completed by P.L. Ritner.

Nov. 29 Commandant Spicer became the first commandant since Samuel Nicholson to die in office; Captain of the Yard Capt. Milton Haxtun became Acting Commandant.

1879

— During FY 1879, Buildings 35, 51, 55, and 72 were demolished along with the major portion of Building 1.

— Extensions to Quarters A, B, and F, as well as an addition to the south end of the Commandant's Barn (Building 20), completed.

— New entrance to the Navy Yard from Chelsea St. at the Tank Shed (Building 1) opened.

Feb. 15 Commodore George M. Ransom assumed position of Navy Yard Commandant.

1880

— Coal Shed (Building 7), which replaced an earlier structure, and Watch House (Building 84) completed.

1881

— During FY 1881, Buildings 2, 8, 11, 13, 50, and 53 were demolished.

1882

— During FY 1882, Buildings 9 and 14 were demolished.

Feb. 15 Commodore Oscar C. Badger assumed position of Navy Yard Commandant.

Aug. 5 FY 1883 Naval Appropriations Act provided for the construction of two steel cruisers. This act, along with the FY 1884 Naval Appropriations Act of Mar. 3, 1883, marked the birth of the "New" Navy of steel.

1883

June 6 Commission on Navy Yards issued preliminary report recommending that Boston Navy Yard not be used for ship construction and repair in peacetime but that it should continue as a manufacturing yard for rope and canvas products.

June 23 Secretary of the Navy William E. Chandler ordered all work except rope manufacture and in the sail loft suspended.

1885

Apr. 10 Commodore Lewis A. Kimberly assumed position of Navy Yard Commandant.

May American Wood Preservation Co. ceased operations in Building 41

July 1 Employment reached post-Civil War low of 119.

1886

— During FY 1886, Building 86 was demolished.

Dec. 18 Secretary of the Navy William C. Whitney ordered the Navy Yard closed as shipyard and redesignated as a manufacturing yard effective Feb. 1, 1887.

1887

Mar. 3 FY 1888 Naval Appropriations Act provided funds for rebuilding wharves and repairs to Dry Dock 1 floating gate.

June Naval Prison in Building 38 completed.

June 1 Commodore William P. McCann assumed position of Navy Yard Commandant.

1888

— Building 54 demolished.

Sept. 7 FY 1889 Naval Appropriations Act provided funds for laying new water pipes.

1889

— During FY 1889 a new Flagstaff was erected in place of one which had rotted away.

— Buildings 37, 57, 61, 65, 74, 81, 83, and 86 demolished.

Mar. 2 FY 1890 Naval Appropriations Act funded rebuilding Lower Officers Quarters (L-M-N-O) and alteration and repair of the Marine Barracks (Quarters H-I-K).

Sept. 18 Contract awarded for reconstruction of Lower Officers Quarters (Quarters L-M-N-O).

1890

May 31 Captain Thomas O. Selfridge assumed position of Navy Yard Commandant.

June 30 FY 1891 Naval Appropriations Act provided funds for installing an electric welding machine upon guarantee that "it will operate satisfactorily in the welding of steel links for chain cables of the various sizes up to two and one half inches in diameter"; act also funded a new boiler and pumping machinery and resetting the end of Dry Dock 1 as well as additional tools "required to further improve the condition of the yard for building and repairing iron and steel ships … [and] repairing modern marine machinery," including improvements to the boiler-making plant. This act effectively reversed the 1886 closure order.

1891

Mar. 2 FY 1892 Naval Appropriations Act provided funds for constructing steel shears as well as extensions and renewals of the water pipe system and wharf repairs.

July 1 Conversion of Shell House (Building 32) into Commandant's Office authorized to replace existing offices in Building 29, which had been condemned on June 27, 1891.

Sept. 16 Puget Sound Naval Station established; redesignated Puget Sound Navy Yard on July 23, 1901.

Oct. Installation of new engine and pumps for Dry Dock 1 in Building 22 completed.

Dec. Conversion of Timber-Bending Mill (Building 66) into Iron Platers Shop completed.

1892

— *Floating Derrick No. 2* (YD-2) launched.

Oct. New Steel Shears delivered by S.C. Forsaith Machine Co.

1893

Mar. 3 FY 1894 Naval Appropriations Act provided funds for wharf repairs.

July 13 Rear Admiral Joseph Fyffe assumed position of Navy Yard Commandant.

Nov. 14 Secretary of the Navy granted revocable permit to the Metropolitan Sewerage Commissioners for the construction of a sewer main through the Navy Yard.

The 1890s were a period of considerable experimentation as the Navy sought to determine the nature of its battle fleet. One of the more unusual vessels built in this period was the steel armored harbor defense ram USS *Katahdin*, constructed by Bath Iron Works. From Jan. 25 to Mar. 19, 1895, and again from Sept. 21 to Oct. 24, 1895, she was in Dry Dock 1 as Bath personnel worked to complete the vessel so that she would meet contract requirements for formal delivery to the Navy. *Boston Athenaeum*

1894

July 26 FY 1895 Naval Appropriations Act provided funds for an electric light plant and the introduction of steam heat into the Marine Barracks and Officers' Quarters (Buildings H-I-K).

This Act also authorized repair of USS *Constitution* for use as a naval militia training ship.

Aug. 3 Commodore Joseph N. Miller assumed position of Navy Yard Commandant.

Sept. 20 Contract awarded to General Electric Co. for establishment of Electric Light Plant in Building 28.

1895

Feb. New steel shears on Wharf 2 completed.

Mar. 2 FY 1896 Naval Appropriations Act provided additional funds for the electric light plant, including service to the Receiving Ship *Wabash*.

Mar. 12 First electric lights in the Navy Yard placed in use.

1896

Mar. 17 Building 41 collapsed due to snow load on roof.

June 10 FY 1897 Naval Appropriations Act provided funds for alteration of Building 56 as a Cart Shed, and for boilers for the electric light plant.

1897

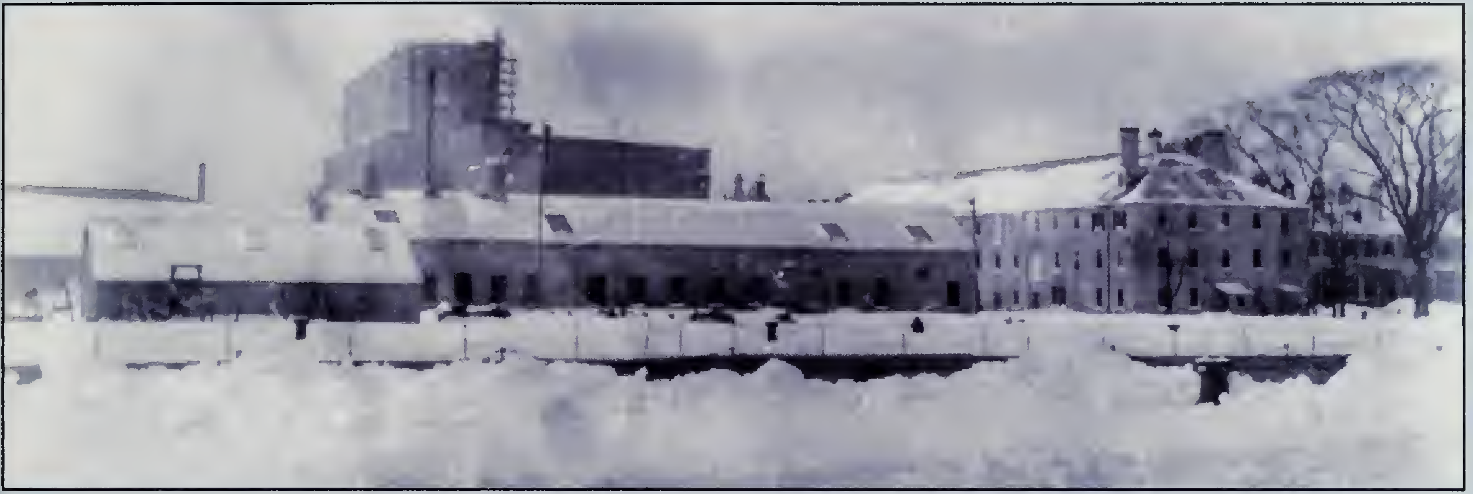
— East end of Building 56 converted into Cart Shed for storage of yard vehicles.

— Telephones introduced into Navy Yard, with switchboard installed in Building 31.

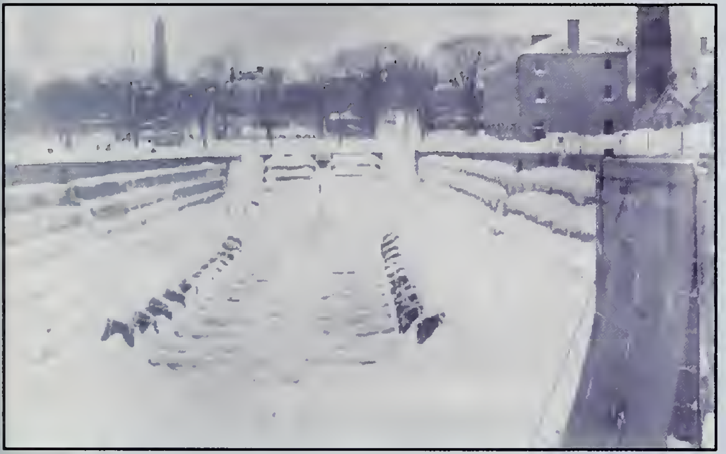
Jan. Demolition of Cart Shed (Building 25) completed.

The Navy Yard In Winter: A Gallery

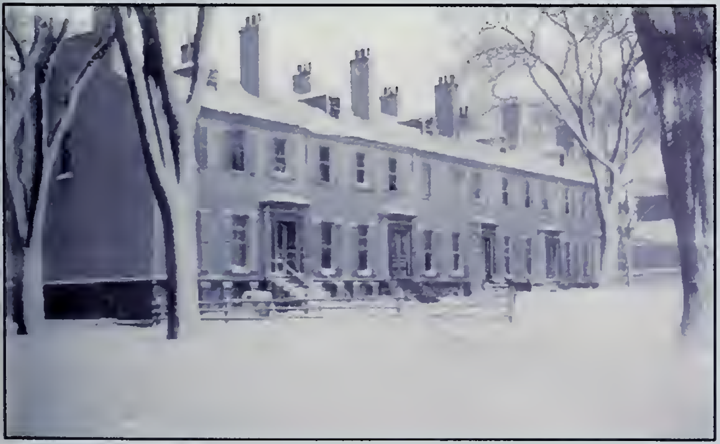
WINTER WEATHER always posed a problem for navy yards located in the northeast. This gallery presents a series of views of the yard following a heavy snowfall in the late 1890s, probably the winter of 1898-1899. The views show the yard just prior to the start of the major modernization campaign which would transform it from a nearly-obsolete facility into a modern shipyard.



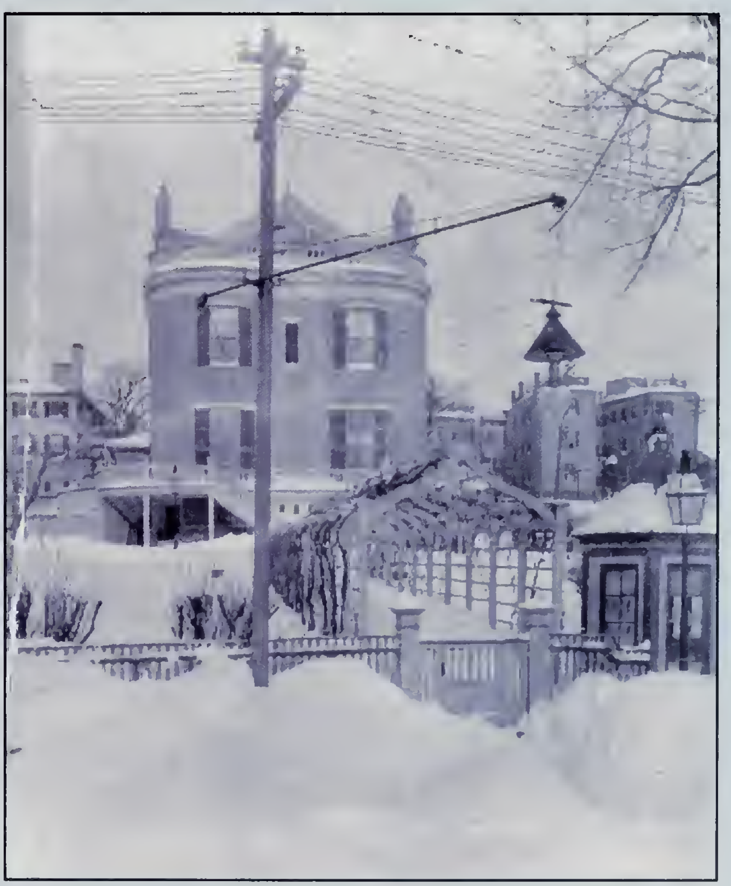
This view looks west across the Dry Dock. From left to right are the Boat House (Building 94); the Foundry (Building 16); the Store House (Building 5), then housing a variety of activities including the pay office, dispensary, labor board, museum, and paint shop; and Quarters B-F. Rising above the roof of the Foundry are the Hoosac Docks Grain Elevator and Hoosac Stores No. 1 & 2. *BOSTS-14957*



This view looks north along the center line of the Dry Dock. The Dry Dock Engine House (Building 22) is to the right at the head of the dock. Barely visible in the background is the Marine Barracks. The Bunker Hill Monument can be seen in the left background. *BOSTS-14957*

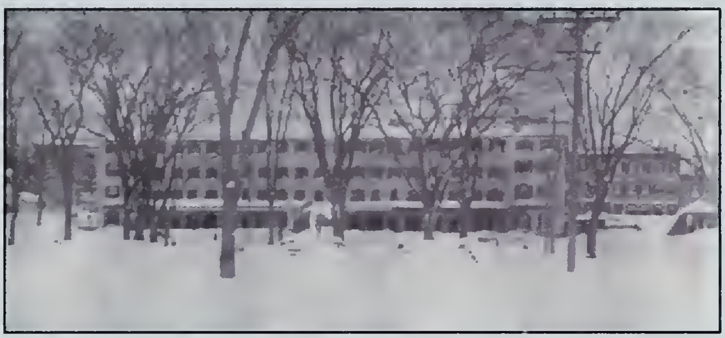


This view shows Quarters B through F. At this time, they were occupied by the Equipment Officer, Naval Constructor, Chaplain, Steam Engineering Officer, and General Storekeeper, respectively. *BOSTS-14957*

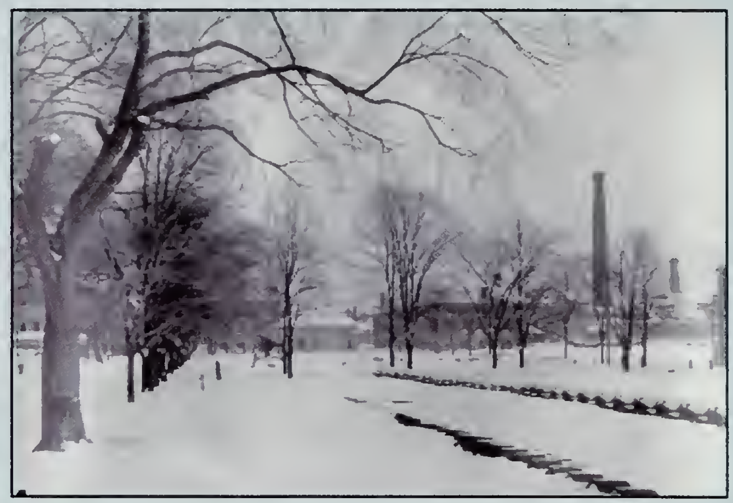


Note the vine-covered pergola covering the walk leading up to the Commandant's House (Quarters G) as well as the wooden fence and guard house. A gas lamp is at right, while a relatively new electric light hangs from an arm on the utility pole. Within a decade, overhead wires would be placed underground. *BOSTS-14957*

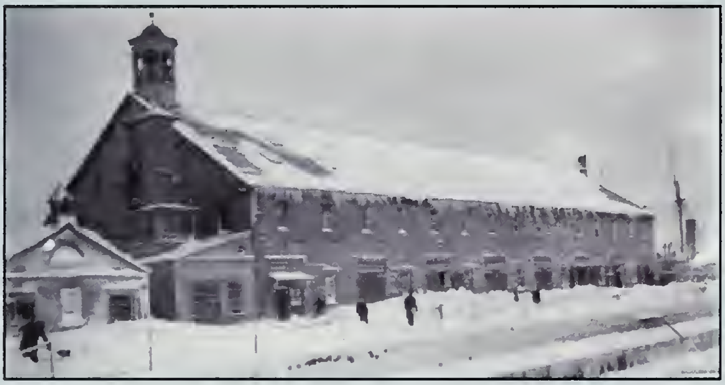
The Navy Yard In Winter: A Gallery



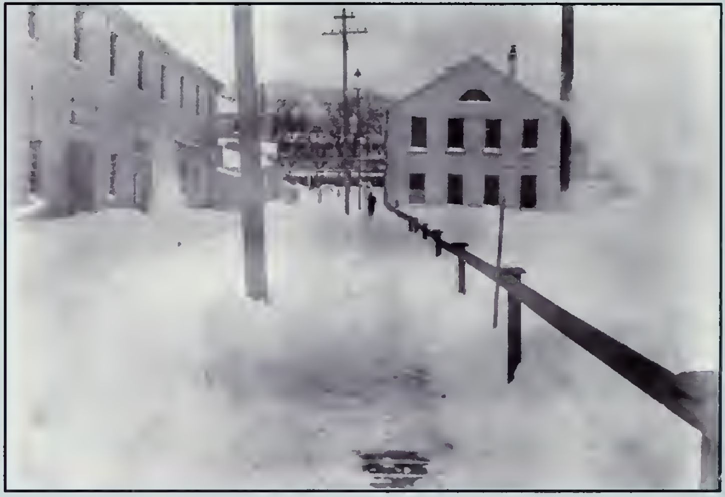
This view shows the Marine Barracks (Quarters H-I-K) looking across a depleted Shot Park. Note the USS *Niagara* figurehead in the center and the Marine Corps Officer of the Day Office (Building 30) at right.
BOSTS-14957



These views look east across the Gun Park. Above, buildings visible in the background are, from left to right, the Muster House (Building 31), the Commandant's Office (Building 32), the Joiners Shop (Building 36), and the Machine Shop (Building 42) with its landmark chimney (Building 43). In the image at left, the *Niagara* figurehead is at left while the Muster House (Building 31) is in the center background.
BOSTS-14957 (above); Burroughs Collection, Bostonian Society (left)



Building 23 (left), then a Plumbers Shop, was the former Chapel while Building 24 was the Carpenters Shop & Rigging Loft. *BOSTS-14957*



A worker shovels the wooden sidewalk of 5th St. in this image, Building 24 is at left, while Building 28, the Electric Light Station, is on the east side of the street. *BOSTS-14957*

These two views show the Wet Basin (Structure 90/91). At left, looking south, the Receiving Ship *Wabash*, long a fixture on the yard's waterfront, can be seen. The image at right looks east and shows the Joiners Shop (Building 36), Rolling Mill & Anchor Shop (Building 40), and the Machine Shop Complex (Buildings 42/43). Beginning in the spring of 1899 the Wet Basin would be transformed into Dry Dock 2 and a Recreation Field. *BOSTS-14957*

Mar. 3 FY 1898 Naval Appropriations Act provided funds for swinging gates for Dry Dock 1 and for additional culverts in the Dry Dock caisson. It also funded adding an additional story to the Marine Barracks.

The Act also transferred funds appropriated in FY 1895 for repair of USS *Constitution* for "such work as may be necessary for the proper care and preservation of that historic vessel." This action provided the funding necessary to tow the ship from Portsmouth to Boston.

May 5 Commodore Henry L. Howison assumed position of Navy Yard Commandant.

Sept. 21 USS *Constitution* arrived at Navy Yard from Portsmouth Navy Yard.

1898

— Shiphouse (Building 73) demolished.

— Addition of a 4th floor to the Marine Barracks (Quarters I) completed.

— New London Navy Yard redesignated as coaling station.

Jan. Atlantic Works of East Boston awarded contract for installation of additional culverts in the Dry Dock caisson.

Feb. 15 USS *Maine* destroyed by internal explosion in Havana Harbor, Cuba; belief that explosion was external led to increased calls for war with Spain.

Apr. 25 Congress declared war on Spain.

May 4 FY 1899 Naval Appropriations Act provided funds for an iron roof for Building 42 and modern machine shop tools. The act also authorized the construction of Dry Dock 2 when it funded four timber dry docks to be built at the Portsmouth, Boston, Philadelphia, and Mare Island Navy Yards and gave the Secretary of the Navy the authority to build one of these docks of granite and concrete rather than timber. Boston was chosen to receive the granite dock; later acts authorized the other docks to be built of the more durable materials as well.

Sept. 7 New pier and bulkhead line, establishing waterside boundary of yard, approved; action added approximately 18 acres to the area of the yard. Jurisdiction over this area was ceded to the United States by the Massachusetts General Court by act of Feb. 7, 1899.

Dec. 10 Treaty of Paris ending Spanish-American War signed.

1899

— Coal House (Building 7) and Navy Yard Boundary Wall on Pier 1 demolished.

In Oct. 1899 one of the heroes of the recent war with Spain became Commandant of the Navy Yard. Rear Adm. William T. Sampson (1840-1902) had defeated the Spanish fleet at Santiago, Cuba, on July 3, 1898. He was the most prominent naval officer to command the yard since William Bainbridge and Isaac Hull in the 1810s and 1820s.
NHC NH-85578-KN

Commodore Henry L. Howison (1837-1914) assumed the position of Navy Yard Commandant in May 1897. An 1858 graduate of the U.S. Naval Academy, Howison had served during the Civil War and in a number of posts ashore and afloat afterwards, including a term as Commandant of the Mare Island Navy Yard from 1893 to 1896. He headed the yard during the Spanish-American War, being promoted to Rear Admiral in Sept. 1898. Following his relief as Commandant in Mar. 1899, he commanded the South Atlantic Station until he retired in Oct. 1899.
NHC NH-66247

— Enlarged Ropewalk Power House (Building 96) completed.

— Building 44 moved southward and converted into office for construction inspectors for Dry Dock 2 project.

— Major portion of Battery Shelter (Building 49) demolished.

Mar. 3 FY 1900 Naval Appropriations Act provided funds for the Gate House (Building 97); a new railroad system, along with locomotives and cars; a Coal Handling Plant (Building 109); repairing the drainage system and connecting into the Metropolitan Sewer; construction of new piers and extension of old ones; an Electric Light Building (Building 108); and electric elevators in four storehouses. The act also authorized the Navy to enter into an agreement with the Fitchburg Railroad to rebuild the slip between Pier 1 and Hoosac Pier, the entire project, including work on Pier 1, was to be at the railroad's expense.

Mar. 14 Contract for construction of Dry Dock 2 awarded to O'Brien & Sheehan of New York; work commenced on Apr. 13.

Mar. 25 Rear Adm. Henry F. Picking assumed position of Navy Yard Commandant.

Aug. 29 Navy and Fitchburg Railroad signed agreement covering enlargement of Fitchburg Slip between the Navy Yard and Hoosac Pier.

Sept. 8 Commandant Picking became the third Commandant to die in office.

Oct. 14 Rear Adm. William T. Sampson assumed position of Navy Yard Commandant.

Nov. 25 Iron Platers Shop (Building 66) damaged by fire; reconstruction completed in 1900.

1900

— New Shipkeepers & Foremen's Office (Building 100), Timber Drying Kiln (Building 101), Oil Tank (Building 102), and Iron & Steel Storage Shed (Building 112) completed.

— Fire Apparatus House (Building 6) demolished.

— Wharves 4, 5, and 6 extended and renumbered as Piers 7, 8, and 9.

— New Pier 6 (later 7) completed by William J. Lawler.

June 7 FY 1901 Naval Appropriations Act authorized construction of a new Shipfitters Shop (Building 104), Metalworkers Shop (Building 106), Chain & Anchor Storage Shed (Building 103), Yards & Docks Shop Building (Building

Early 20th Century Yard Commandants

Rear Adm. Mortimer L. Johnson
BOSTS-7181

Rear Adm. George F.F. Wilde
BOSTS-7368

Rear Adm. Albert S. Snow
BOSTS-7323

Rear Adm. William Swift
BOSTS-7338

107), and Smithery for Construction & Repair (Building 105); rebuilding of Machine Shop No. 1 in Building 42; extension of the Equipment Shops (Building 40); new piers and wharves; railroad and platform scales; a wharf-pillar crane; and a new caisson for Dry Dock 1 (including the funds from FY 1898 swinging gate project).

July 19 Mast House & Spar Shed (Building 85) destroyed by fire.

1901

— Paint Shop (Building 10) moved from original location to a new site on reconstructed Pier 1 and Saw Mill (Building 67) moved from First Ave. to location beside Building Slip.

— Pitch House (Building 110) constructed by Fitchburg Railroad south of Building 24 to replace demolished Pitch House (Building 12).

USS *Olympia* (C-6), the flagship of Adm. George Dewey at the Battle of Manila Bay on May 1, 1898, is tied up to Pier 6 East on Nov. 1, 1902. The pier, together with Pier 7 in the background, was a part of the major modernization effort to allow the yard to service steel vessels such as *Olympia*. *BOSTS-13844*

— Building 88 demolished.

— Railroad Repair Shed (Building 111) completed.

Jan. 2 Contract for reconstruction of Pier 1 awarded to Norcross Bros.

Mar. 3 FY 1902 Naval Appropriations Act authorized construction of a new Saw Mill & Spar Shed (Building 114), Water Closets (Buildings 118, 119), and new piers and wharves; extensions to the Naval Prison (Building 38); paving; dredging; a fire-protection system; central heating system; water and sewer system extensions; and railroad system extensions.

May 18 Contract for construction of Power House portion of Forge Shop (Building 105) awarded to P.J. McCaffery.

July 8 Contract for reconstruction of Machine Shop No. 1 (Building 42) awarded to Connors Bros.

July 12 Contract for construction of Coaling Plant (Building 109) awarded to Augustus Smith.

July 26 Contract for construction of Chain & Anchor Storage Shed (Building 103) awarded to F.G. Coburn; contractor defaulted on Nov. 18, 1902, delaying completion to Aug. 1903.

Aug. 12 Charleston (S.C.) Naval Station established; designated Charleston Navy Yard on Aug. 1, 1902.

Aug. 14 Contract awarded to L.L. Leach & Sons for the construction of Shipfitters Shop (Building 104) and Metalworkers Shop (Building 106).

Oct. 3 Rear Adm. Mortimer L. Johnson assumed position of Navy Yard Commandant.

Oct. 21 Contract for extension of Building 40 awarded to F.G. Coburn; contractor defaulted on Nov. 18, 1902, delaying completion until July 1903.

Oct. 31 The Navy Yard log recorded that the new steel Caisson for Dry Dock 1 was launched "without a hitch and of more than ordinary interest."

Nov. 1 Contract for construction of new Main Gate (Building 97) awarded to George W. Harvey.

Nov. 19 Contract awarded to L.L. Leach & Sons for the construction of the Public Works Shop and Power Plant (Buildings 107 and 108).

1902

— Scheme for systematic numbering of Navy Yard streets implemented.

— Painting of building numbers on all buildings completed.

— Paving of Lincoln Ave. completed.

Apr. 3 Contract awarded to Norcross Bros. for construction of new Saw Mill (Building 114).

July 1 FY 1903 Naval Appropriations Act authorized an additional Water Closet (Buildings 124); a Dispensary (Building 120); extensions to the Electric Light Plant (Building 108); the culvert between Dry Docks 1 and 2; portal crane tracks; an underground conduit system; 100-ton shears; additional paving; water and sewer system extensions; and purchase of a locomotive crane.

Oct. Marine Corps Rifle Range (Building 122) completed.

Dec. 31 Contract for construction of Smithery (Building 105) awarded to L.L. Leach & Sons.

1903

— *Coal Barge No. 90* (YC-90) to *Coal Barge No. 105* (YC-105) launched.

Mar. 3 FY 1904 Naval Appropriations Act authorized additional Water Closets (Buildings 126, 127); extensions to the railroad system, electric light plant, and central heating system; additional paving and drains; construction of a Paint Shop (Building 125); improvements to Buildings 42 and 43; and an extension to Building 107. It also funded electric cranes for the Foundry, Boiler Shop, and Smithery together with machinery for various shops.

Apr. Main Gate (Building 97) completed.

May Water Closets for Building 42 (Buildings 117, 118) completed.

June 13 Shipfitters Shop (Building 104) completed.

July 16 USS *Pentucket* (YT-8) launched.

Aug. 18 Chain & Anchor Storage Building (Building 103) completed.

Aug. 22 Addition to Forge Shop & Rolling Mill (Building 40) completed.

Sept. 5 Construction & Repair Power House (Building 105 Headhouse) completed.

Oct. 17 Water Closets (Building 124) completed.

Nov. Wireless Telegraph Station (Building 129) and Utility Tunnel ("Conduit") from Main Gate to 9th St. along First Ave. and along 7th St. from First to Third Aves. completed.

1904

— Foreman's Office & Labor Shed (Building 100) moved from location south of Building 24 to one east of Building 24 to clear site for new Paint Shop (Building 125).

— *Pile Driver No. 5* (YPD-5) and *Floating Workshop No. 1* (YR-1) launched.

Jan. Metalworkers Shop (Building 106) completed.

Jan. 20 Contract awarded to American Hoist & Derrick Co. for purchase of Portal Crane 12 and construction of crane track around Dry Dock 2.

Apr. 27 FY 1905 Naval Appropriations Act authorized extensions to the electric light plant and railroad system; additional paving; underground conduit system; new capstans for Dry Dock 1; a Wire Rope Mill (Building 62 Extension); and an Anchor & Chain Shed. It also authorized purchase of additional locomotive cranes and installation of electric lights in the Marine Barracks, as well as the consolidation of all electrical power plants in the yard.

The same act authorized the purchase of land and construction of a new Naval Magazine "on or near the New England coast, north of Cape Cod" and directed that upon its completion the existing magazine at Chelsea be discontinued. Land purchases for this new facility at Hingham, Mass., would begin in 1906 and continue until 1913.

May New Saw Mill (Building 114) completed.

June 1 Rear Adm. George F.F. Wilde assumed position of Navy Yard Commandant.

The early 1900s saw the Navy Yard resume shipbuilding, using the Building Ways on the site of Shiphouse No. 39 (Building 73). USS *Pentucket* (YT-8) is seen on the ways on Apr. 1, 1903. Construction of the harbor tug had begun on Jan. 29 and she would be launched on July 16, 1903. *BOSTS-14957*

Most of the craft the yard built in this period were utilitarian barges whose launchings were not seen as significant enough to record in the yard's official logs. One of a series of 16 barges completed in 1903-1904, *Coal Barge No. 102* (YC-102) is seen at one of the yard's piers in May 1916. *BOSTS-7629*

Contract for construction of Dispensary (Building 120) awarded to Jones & Meehan.

July 4 *Floating Derrick No. 13* (YD-13) delivered to the Navy Yard; construction had been authorized in FY 1901.

Aug. Annual report of the yard's Civil Engineer recommended construction of a new Dry Dock 3 to the east of Dry Dock 2; while this recommendation would be repeated in subsequent reports, no new dry dock would be authorized.

Aug. 16 Contract for construction of Paint Shop (Building 125) awarded to Connors Bros.

Aug. 17 USS *Cumberland* (IX-8) launched; first steel and last sail-only ship built by the Navy Yard.

Sept. Building 3 demolished except for portion of north wall retained as yard wall.

Sept. Smithery (Building 105), Public Works Shop (Building 107), Central Power Plant (Building 108), and Coal Storage & Handling Plant (Building 109) completed.

Sept. 22 Contract awarded to Hyde Windlass for electric capstans for Dry Dock 1; project completed in July 1905.

Oct. 10 Contract awarded to Smith & Robinson of New York for construction of culvert connecting Dry Dock 1 to new Pump House (Building 123); contractor declared bankruptcy on May 12, 1905, when project was 98.4 percent complete; project would be completed in Aug. 1905

Oct. 27 Replacement of Machine Shop No. 2 in Building 42 completed.

Nov. 21 Contract awarded to Bernard Rolf for construction of new Pier 5 (later Pier 6); work completed on May 19, 1905.

Dec. Grounds of former Gun Park south of Commandant's House landscaped.

1905

— During FY 1905, Second Ave. between 3rd St. and 6th St. was paved with wood block paving.

— Reconstruction of Pier 1 completed; project included moving of Building 10 and construction of Coal Storage & Handling Plant (Building 109).

— Dry Dock 2 approach Piers 3 and 4 completed.

— *Ash Lighter No. 13* (YA-13), *Ash Lighter No. 14* (YA-14), and *Garbage Lighter No. 5* (YG-5) launched.

Feb. 20 Rear Adm. Albert S. Snow assumed position of Navy Yard Commandant.

Mar. Boiler House addition to Building 33 demolished.

Mar. 5 FY 1906 Naval Appropriations Act authorized extensions to water, sewer, fire protection, and railroad systems; additional paving; portal crane tracks extension; and construction of an Oil Storehouse (Building 131).

May Southern portion of Building 28 removed and Building 23 moved from area between Buildings 22 and 24 to east side of Building 24 to permit construction of portal crane tracks between Dry Dock 1 and Dry Dock 2.

May Dispensary (Building 120) completed.

Aug. 1 Portal crane tracks around Dry Dock 2 and extending between Building 24 and Building 28 completed

Aug. 12 The Navy Yard Log recorded that "at 8:34 AM the U.S. Armored Cruiser *Maryland* [CA-8] ... was taken into the New Dry Dock #2 (first Ship in the Dock)."

Oct. 9 Contract for extension of portal crane tracks around Dry Dock 1 awarded to C.M. Leach; project completed in Jan. 1906.

Oct. 12 Contract for construction of new Pier 2 awarded to William H. Ellis of Boston; work completed on Oct. 19, 1906.

Dec. 1 Dry Dock Pump House (Building 123) completed.

1906

— Shiphouses (Buildings 68, 71) demolished.

— Majority of Building 67 demolished; remainder renumbered as Building 130.

— Addition to Wireless Telegraph Station (Building 129) and new Power Station for USS *Wabash* (Building 134) completed.

— During FY 1906, brick paving was installed on Third Ave. and on 6th St. between First and Third Aves.

June 29 FY 1907 Naval Appropriations Act provided funding for a Refuse Kiln (Building 135); extension of the Power Plant (Building 108); a new paint room in Building 77; and additional paving, dredging, and underground conduit. The same act authorized restoration of USS *Constitution* "as far as may be practicable, to her original condition."

Sept. 12 Contract for extension of Building 103 awarded to L.L. Leach & Sons; project, which involved erection of a steel lean-to on its east side, was completed in May 1907.

1907

Mar. 2 FY 1908 Naval Appropriations Act authorized continued paving; electric plant, heating system, telephone system, and railroad system extensions; railroad rolling stock; conversion of Building 23 into Water Closets; second floor extension to Ropewalk (Building 58); and other improvements to Buildings 42, 107, and 108.

Apr. 30 Extension of Saluting Gun Shed (Building 49) completed.

June 14 Paint Shop (Building 125) completed.

June 30 As of this date, the yard possessed 13,500 feet of paved and 6,500 feet of dirt and cinder streets; 19,000 feet of railroad track; and 2,800 feet of portal crane track.

Aug. 19 Building 114 completed.

Nov. 16 Rear Adm. William Swift assumed position of Navy Yard Commandant.

1908

Jan. 8 Contract awarded to C.M. Leach for construction of addition to and new roof on Building 23.

Mar. 25 *Coal Barge No. 227* (YC-227) launched.

May 2 *Coal Barge No. 228* (YC-228) launched.

May 13 FY 1909 Naval Appropriations Act authorized repairs to Pier 1; extension of the Power Plant (Building 108); railroad rolling stock; and extensions of telephone system, railroad system, and underground conduit system. It also funded machine tools for the Boiler Shop extension and the Coppersmith Shop and provided for "completion" of the Marine Barracks, which involved construction of the Marine Corps Administration Building (Building 136).

May 13 Pearl Harbor Navy Yard authorized.

May 29 *Coal Barge No. 229* (YC-229) launched.

Dec. 29 *Coal Barge No. 230* (YC-230) launched.

1909

— *Ammunition Lighter No. 17* (YE-17) launched.

— Marine Corps Administration Building (Building 136) completed; project had required demolition of Building 30.

Mar. 3 FY 1910 Naval Appropriations Act provided funding for extension of the sewer system; dredging; waterfront improvements; and fire protection for the Ropewalk.

June 9 Naval Magazine at Hingham established; first ammunition would not arrive until Jan. 1911. Following the transfer of munitions, the Chelsea Magazine was discontinued and turned over to the Chelsea Naval Hospital.

Dec. 31 Rear Adm. John C. Fremont assumed position of Navy Yard Commandant.

1910

— Concessioner J.M. Crowley opened Restaurant in Building 28.

Feb. 20 *Ammunition Lighter No. 23* (YE-23) launched.

June 24 FY 1911 Naval Appropriations Act provided funding for dredging; waterfront improvements; railroad extensions; miscellaneous building improvements; and paving.

Sept. 25 Building 24 severely damaged by fire.

Oct. 10 Contract awarded to C.M. Leach for extension of railroad tracks onto Piers 3, 4, and 6 and on 9th St. and Third Ave.

Nov. Addition to north end of Commandant's Office (Building 32) completed by C.M. Leach.

1911

— Refuse Kiln (Building 135) completed.

— Marine Rifle Range (Building 122) moved to new location near Building Slip.

— Wireless Station transferred to Building 10.

Mar. 4 FY 1912 Naval Appropriations Act authorized construction of an Officer's Quarters (Quarters P); improvement of the Central Power Plant (Building 108); enlargement of Dry Dock 2; waterfront improvements; paving; electrical system extensions; and miscellaneous building improvements.

Commandant Rear Adm. John C. Fremont (1851-1911) was the son and namesake of famed explorer Maj. Gen. John C. Fremont and grandson of Missouri Senator Thomas Hart Benton. On Mar. 7, 1911, he died suddenly in his study in Quarters G. On the following day, in a pouring rain, Navy Chaplain Capt. Charles H. Charlton conducts a funeral service on Second Ave. prior to the movement of the body to South Station for its final journey to Arlington National Cemetary. *BOSTS-7122 (left); BOSTS-7542 (right)*

Mar. 7	Commandant Fremont died; his funeral was held in the yard on Mar. 8, 1911.
Mar. 18	Capt. DeWitt Coffman assumed position of Navy Yard Commandant.
Apr. 22	Wire Rope Mill addition to Hemp House (Building 62) completed by J.E. Locatelli.
May	Oil Storage House (Building 131) and extension of second floor of Ropewalk (Building 58) completed.
June	Extension of Utility Tunnel ("Conduit") completed.
Oct. 11	Pier 4A completed.
Oct. 20	Pensacola Navy Yard closed; facility would later be developed as Naval Air Station Pensacola.

1912

—	Gasoline Storage Tank and Pump House (Building 139) constructed.
Apr. 20	Receiving Ship USS *Wabash* placed out of service.
Aug. 22	FY 1913 Naval Appropriations Act provided for the reconstruction of Building 24 as well as electrical and railroad system extensions.
Dec.	Directors of the Port of Boston approved the construction of a large dry dock as a part of its development of the South Boston waterfront.

CAPT. Wm. RUSH
COMMANDANT
CAPT. COFFMAN
COMMANDANT
-1914
CAPT
CAPT

1913

—	Railroad tracks extended onto Piers 2 and 5.
—	Chain Forge moved from Building 40 to Building 105.
Mar.	West end of Building 63 destroyed by fire.
Mar. 4	FY 1914 Naval Appropriations Act provided funding to remodel Buildings 40 and 77; move the Boiler Shop from Building 42 to Building 106; extend the Dispensary (Building 120); and provide fuel oil storage. The act also authorized construction of a new Marine Barracks and Officers Quarters.
Summer	Captain of the Yard's Quarters (Quarters P) completed.

1914

—	*Coal Barge No. 288* (YC-288) and *Coal Barge No. 289* (YC-289) launched.
—	Woodworking Shop moved to Building 114.
—	Addition to Dispensary (Building 120) completed.
—	Stone Crusher (Building 140) completed.
Feb. 19	Construction of Supply Ship No. 1 (AF-1) assigned to Navy Yard, marking start of major ship construction at the yard.
Apr.	Fuel Oil Tank on site of Timber Dock 87 completed by Riter-Conley Co., with site work performed by yard labor; project also included new Pump House (Building 141).
June 30	FY 1915 Naval Appropriations Act authorized the transfer of the funds appropriated for a new Marine Barracks and Officers Quarters to construction of a new Building Slip (Shipways 1). The act also provided funding for improvement of sanitation, including washrooms, lockers, and water closets, and additional transportation facilities.
June 22	Directors of the Port of Boston awarded contract for the construction of Commonwealth Dry Dock.
July 28	Austria declared war on Serbia, marking the beginning of World War I in Europe.
Nov. 6	Capt. William R. Rush assumed position of Navy Yard Commandant.
Dec.	Addition to Oil Storage House (Building 131) completed.

1915

—	During FY1915, Railroad Repair Shed (Building 111) was removed.

Incoming Commandant Capt. William R. Rush (1857-1940) (left) poses with his predecessor Capt. DeWitt Coffman (1854-1932) (center) in front of the Commandant's Offices (Building 39) on Nov. 6, 1914. *BOSTS-7532*

Hingham Naval Ammunition Depot

BY THE EARLY 1900s the Naval Magazine at Chelsea was inadequate for the Navy's needs. Thus, the Fiscal Year 1904 Naval Appropriations Act, approved on March 3, 1903, authorized the appointment of a board of naval officers to "recommend a site or sites for one naval magazine on the New England coast, north of Cape Cod, suitable for the use of the Boston and Portsmouth navy-yards."

The board recommended a site on the Back River in Hingham, south of Boston. The Fiscal Year 1905 Naval Appropriations Act, signed on April 27, 1904, provided the first appropriations for land acquisition and authorized eminent domain proceedings if necessary. The act further directed that the Navy "discontine the magazine now in the city of Chelsea not later than the time when the new magazine for the New England coast is ready to be occupied."

Ultimately, the Navy would acquire 990.262 acres of land in Hingham and Weymouth. The new Naval Magazine was established on June 9, 1909, with Lt. Cmdr. Julian L. Latimer as the Inspector of Ordnance in Charge. Ammunition stocks began to arrive in January 1911, and the facility was considered complete in 1913. It was renamed Naval Ammunition Depot (NAD) Hingham in 1916.

During World War I, the facility specialized in supplying small and medium-caliber ammunition to the fleet. To support its activities, a new shell house, as well as 15 storage buildings, and numerous support buildings were constructed. The site also housed a naval training camp. Following the war, the site was used for the storage and issuance of gun ammunition since it lacked facilities for storage of depth charges, bombs, and other explosives.

World War II saw a considerable expansion of the Naval Ammunition Depot. Because of the extensive traffic between the site and either the Navy Yard or ships arriving or departing Boston, the Navy replaced the highway drawbridge (State Route 3A) over the Back River with a higher, fixed bridge. Additional barracks for both Navy and Marine personnel were built. Near the end of the war, the depot began to specialize in the manufacture of variable-time fuses for anti-aircraft artillery and in the production of 5-inch rockets. Ammunition handling units here, as well as at other naval ammunition facilities, consisted of African-American sailors.

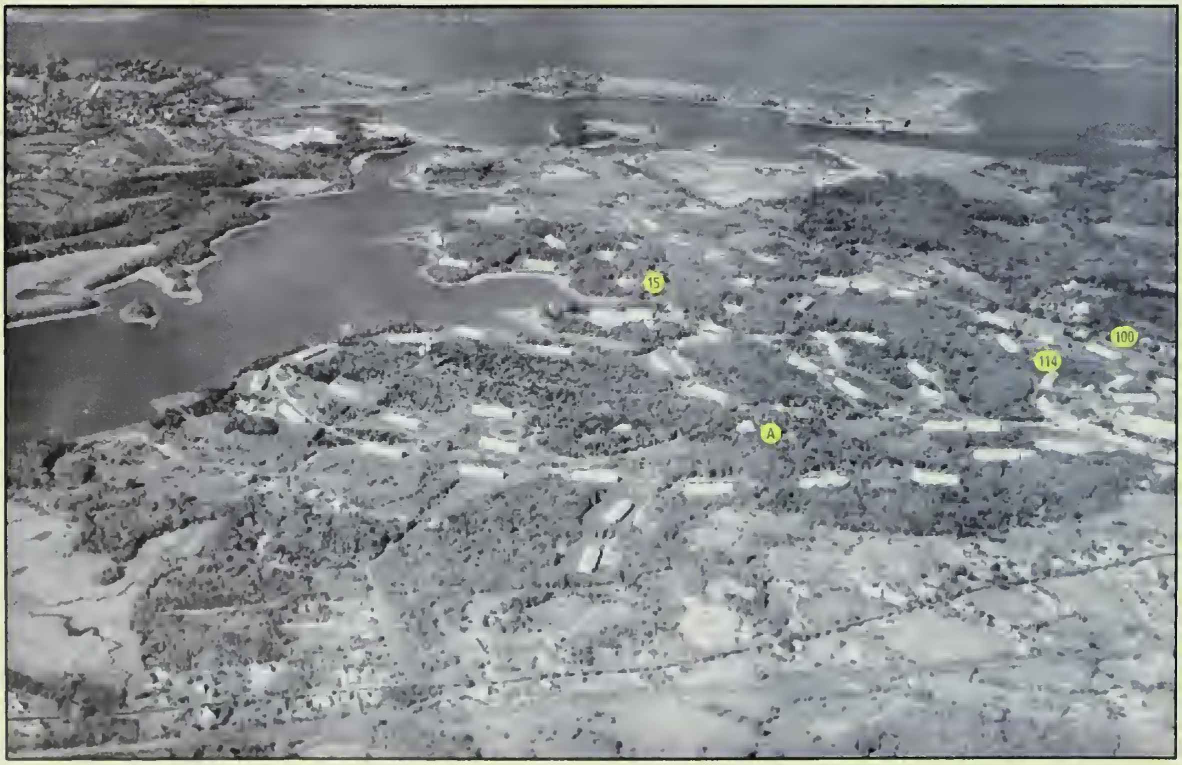
The Back River site was insufficient to meet demands, and in 1941 the Navy began construction of an annex site a short distance away in Hingham, Cohasset, Scituate, and Norwell. This 3,747.63-acre installation was known as the Cohasset Naval Magazine as well as the Cohasset Annex.

Following World War II, work at the depot involved munitions overhaul and disposal. The main Hingham site was placed in a maintenance status on March 31, 1950. It was finally closed in 1961, and disposed of by the General Services Administration (GSA) for various purposes. The largest single tract, 469 acres, went to the town of Hingham in 1971 and became Bare Cove Park; 237 acres of land on the Weymouth side of the Back River was acquired by that town in 1972 as Great Esker Park.

In April 1956, a portion of the Cohasset Annex site was transferred to the Army for the construction of a Nike-Ajax anti-aircraft missile facility (BO-38). The missile installation was deactivated in December 1961. In that same year, the Navy reported 3,200 acres as surplus, retaining the remaining acreage for use by a contractor, American Cyanamid, doing research work on solid rocket propellants. This project ended in December 1965. In March 1967, the Navy issued a license to the Army covering its remaining Annex property. That service operated it as the Cohasset Army Ammunition Activity unil October 1968.

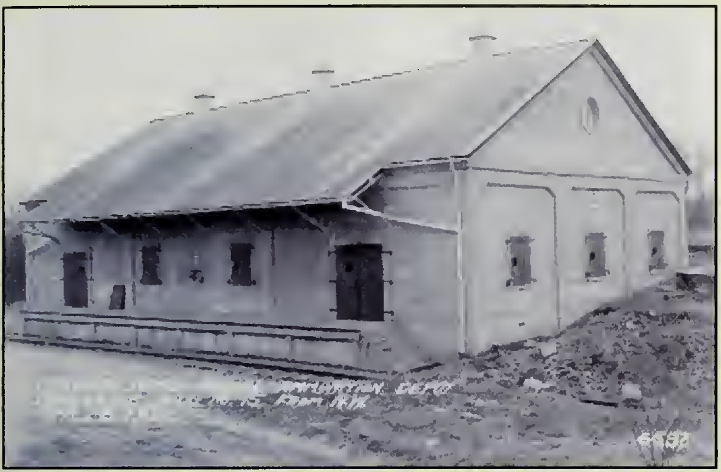
The Navy's formal involvement with the Annex ended in 1971, when it transferred its remaining property to the Army. It became the Hingham/Cohasset Army Reserve Center. The facility closed in late 1982.

In 1967 the General Services Administration conveyed 2,991.33 acres of the Annex site to the state for park and recreation use. The



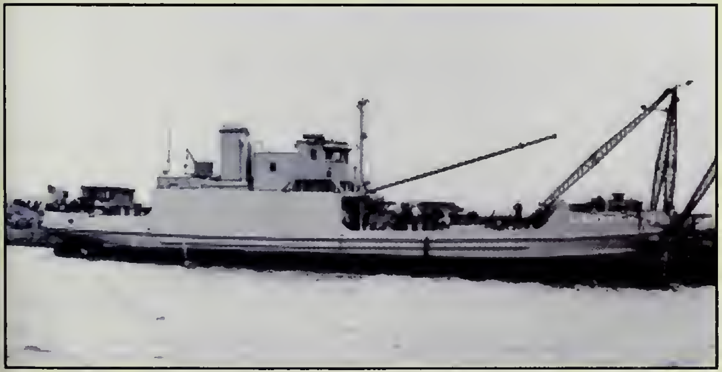
Safety was always an important consideration in the storage and handling of explosives. Note in this Oct. 1939 aerial photograph how the individual storage magazines and other buildings of the Hingham Naval Ammunition Depot were spread throughout the 990-acre site. An internal railroad system facilitated movement of munitions to and from the site's pier. Note that the land on the Weymouth side of the Back River (upper left) was left undeveloped as a safety buffer zone. Numbers indicate the location of structures shown elsewhere in this sidebar. *BOSTS-8078*

Hingham Naval Ammunition Depot



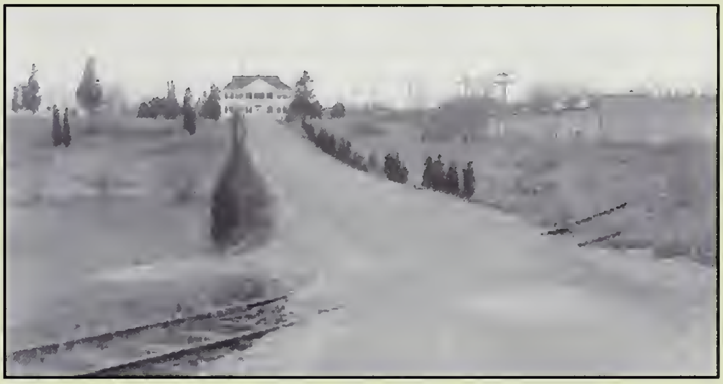
The individual storage buildings at the NAD Hingham were fairly small in size and constructed of concrete to reduce danger of explosion and fire. This Apr. 26, 1922, photograph of Building 15, one of the site's many Magazines, is part of an early 1920s project to document the facilities of the First Naval District. *BOSTS-8079*

property opened as Wompatuck State Park in 1969. In 1985, GSA began the process of transferring the former Army Reserve land to the state for addition to the park. In May 1986, a 125-acre portion of that site was withdrawn because of the need for environmental remediation; the remainder was conveyed to the state in September of that year. After the inactive Army Reserve Center was officially closed by the 1995 Base Realignment and Closure (BRAC) round, the Army Corps of Engineers undertook the site cleanup under the Defense Environmental Restoration Program. The land was ultimately transferred to the state on May 3, 2004, ending not quite a century of military involvement in the Hingham-Cohasset area.

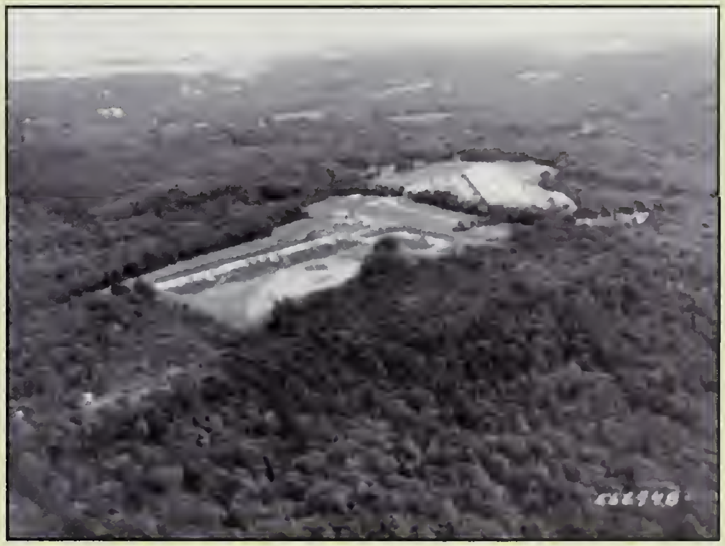


Ammunition handling was a particularly dangerous activity, and during World War II a segregated Navy assigned African-American sailors to such duties. On May 11, 1944, freight lighter *YF-411* (seen here at the time of her completion by Niagara Shipbuilding of Buffalo, N.Y., on Sept. 20, 1943) left NAD Hingham to undertake disposal of condemned explosives and rockets in deep water off Massachusetts. In addition to the 15-man regular Navy crew, 16 African-American sailors from the depot were on board. At 12:30 p.m. an explosion engulfed the vessel, resulting in her sinking within 40 minutes with the loss of six crewmembers and eleven men of the depot detachment. This tragic event, blamed in part on inadequate training of ordnance handling crews, was overshadowed a little over two months later by the massive explosion at the Port Chicago Naval Magazine in California. That July 17, 1944, incident, in which 320 died, is commemorated by the Port Chicago Naval Magazine National Memorial, established by Congress in 1992. *NARA*

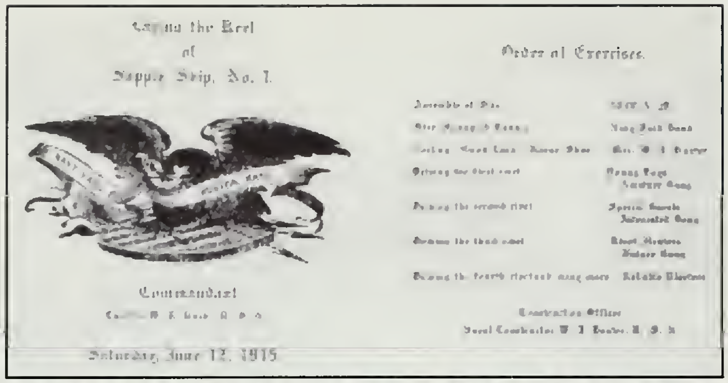
As a military installation, the Naval Ammunition Depot included quarters for officers and barracks for sailors and the Marine Corps guard detachment. This Aug. 11, 1922, view shows Quarters A, occupied by the Inspector of Ordnance in Charge. *BOSTS-8189*



As with other military facilities in the area, the NAD benefited from WPA projects in the 1930s. This Dec. 2, 1937, view shows the widened roadway leading to the Administration Building (Building 114). Note the railroad tracks which provided for internal movement of munitions. One of the many concrete Storehouses (Building 100) is seen at right. *BOSTS-8167*



This aerial photograph taken on Aug. 12, 1959, shows the Cohasset Nike Site (BO-38). This facility, designated as Battery A, 3rd Missile Battalion, 52nd Artillery, was one of a series of anti-aircraft missile sites located around Boston. *U.S. Army Signal Corps 566948*



Laying the Keel
of
Supply Ship, No. 1

Order of Exercises

Commandant

Construction Officer

Saturday, June 12, 1915

One of the most significant events in the early 1910s was the start of major ship construction. Thus, the keel laying for Supply Ship No. 1, later named USS *Bridge*, was conducted with due ceremony on June 12, 1915, including an elaborate printed program (above). The "Young Boys Amateur Gang" (right) who drove the first rivet consisted of the children of officers assigned to the yard. *BOSTS-10537 (right); BOSTS-10540 (above)*

— Modernization of Shipbuilding Ways (Shipways 1) completed; project included the erection of four hammerhead cranes built by McMyler-Interstate.

— Steel-framed lean-to of Building 103 removed and reerected as Condemned Stores Shed (Building 142).

Mar. 3 FY 1916 Naval Appropriations Act provided funding for paving; a hot water supply system; and electrical distribution system extensions.

May Building 64 destroyed by fire.

June 12 Keel of Supply Ship No. 1 (AF-1) laid down on newly-modernized Shipways.

Oct. 13 Construction of the Commonwealth Dry Dock begun.

1916

Apr. New coaling tower on Coaling Plant (Building 109) completed.

May 13 Navy Yard hosted an open house in honor of Navy Day to publicize naval preparedness efforts.

May 18 USS *Bridge* (AF-1) launched.

Aug. 29 FY 1917 Naval Appropriations Act (Naval Expansion Act) authorized a massive three-year naval construction program. Four of the auxiliaries authorized under this legislation would be assigned to the Charlestown Navy Yard.

The same act also provided funding for an air-compressor plant (Building 108) and toilet and locker facilities.

Sailors participate in a weapons demonstration during Navy Day celebrations on May 13, 1916. The open house was in part intended to show the preparedness efforts being made by the Navy brought about by the possibility that the United States would become involved in the European war raging since the summer of 1914. Within two years, this Recreation Field would become a storage area filled with temporary sheds. *BOSTS-7629*

1917

— Addition to north end of Building 125 completed.

— New Garage (Building 150), Ordnance Storehouse (Building 153), and Band Stand (Building 163) completed.

Mar. 4 FY 1918 Naval Appropriations Act provided funding for construction of a Locomotive & Crane Shed (Building 144); Power Plant improvements; and an extension of the Chain Shop (Building 105).

The same act also authorized the Navy to lease the Commonwealth Dry Dock for a six-year period provided it was built within 30 months.

Apr. 17 United States declared war on Germany.

June 21 *Torpedo Testing Barge No. 2* (YTT-2) launched.

Aug. Addition to Central Power Plant (Building 108) completed.

Oct. 6 FY 1918 Deficiency Appropriations Act authorized the construction of two Marine Railways, one of which would be built at the Charlestown Navy Yard.

Dec. 1 USS *Constitution* renamed USS *Old Constitution*.

1918

— *Freight Lighter No. 77* (YF-77) to *Freight Lighter No. 82* (YF-82) launched.

— Extensions at north end of Restaurant (Building 28), at north end of Oil Storage House (Building 131), and at west end of Garage (Building 150) completed.

— Navy Yard ceased manufacture of wire rope.

— Buildings 43, 118, and 119 demolished along with portion of Building 42 to accommodate construction of new Machine Shop.

— Addition to Paymaster's Office (Building 32) completed.

— Building 110 relocated to accommodate construction of Marine Railway.

Mar. General Storehouse (Building 149) completed; work included demolition of Buildings 63 and 64.

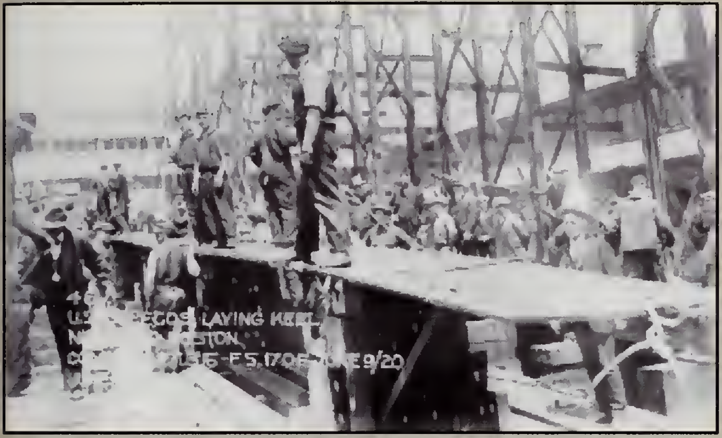
Mar. 12 Lockwood's Basin in East Boston acquired by the Navy.

Apr. 12 Construction of Boston Army Base (Boston Quartermaster Depot) in South Boston begun.

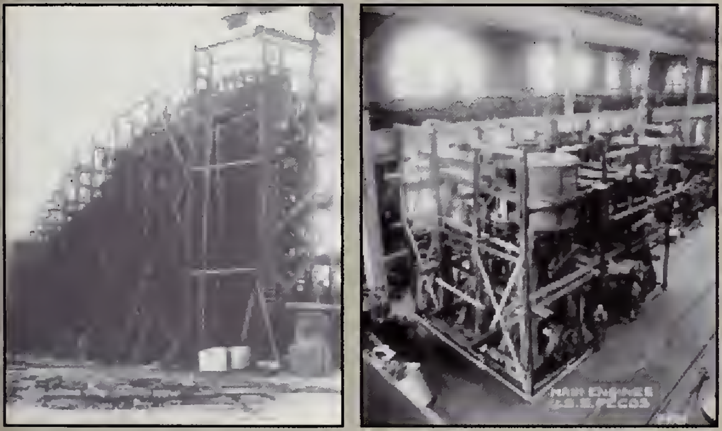
Apr. 23 U.S. Army purchased land (57.596 acres) in South Boston for Boston Army Base from the state for $1.3 million.

Building USS *Pecos* (AO-6): A Gallery

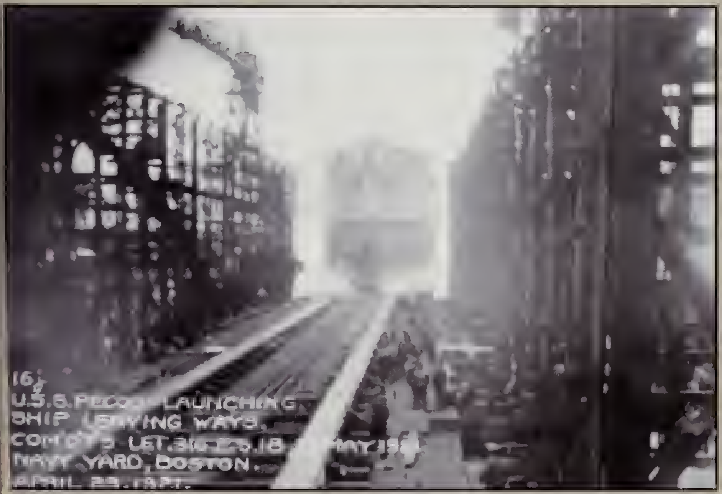
DURING WORLD WAR I, the Navy Yard's shipbuilding efforts were directed to large naval auxiliaries rather than combatant ships. The Naval Expansion Act of August 29, 1916, authorized three fuel ships (oilers), all of which were assigned to Boston. This gallery documents construction of the final ship of the group, USS *Pecos* (AO-6).



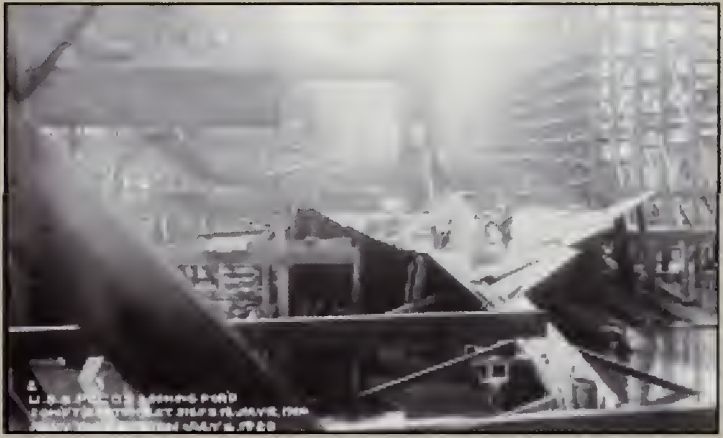
The keel laying took place on the Shipways on June 2, 1920. *BOSTS-13927*



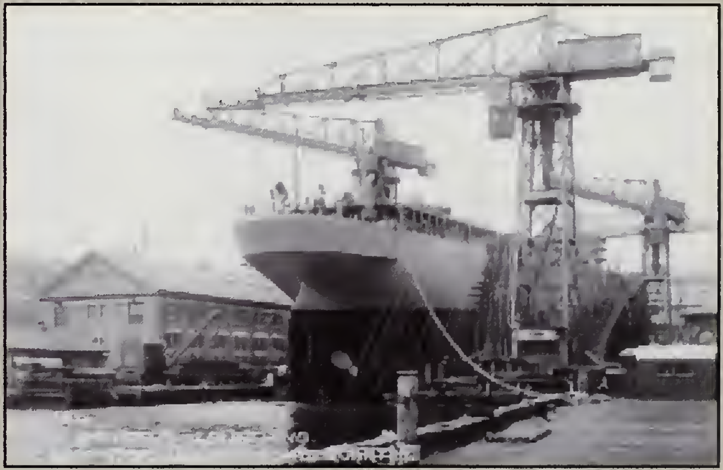
As the ship's hull began to take shape on the Shipways as seen in the Jan. 7, 1921, view at left, her engines were being fabricated by the yard's shops. At right, the main engines are seen nearing completion in Building 42's Machine Shop No. 1. *BOSTS-13924 (left); BOSTS-13925 (right)*



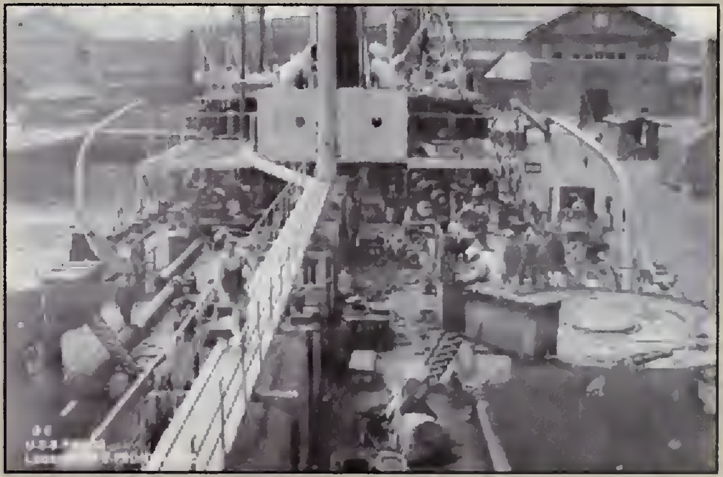
Following her christening by Miss Anna S. Hubbard, *Pecos* slid down the ways into the water on April 23, 1921. *BOSTS-13928*



A little over a month later, on July 6, 1920, the bottom of the vessel was beginning to take shape. *BOSTS-13924*



By April 22, 1921, all was in readiness for launching. Vessels were built so that the stern was the first part to enter the water. *BOSTS-13928*



Following launching, much work remained to be done. On July 13, 1921, workers swarm over USS *Pecos*, berthed at Pier 7 West, even as USS *Whitney* (AD-4) begins to rise on the Shipways. Commissioned on Aug. 21, 1921, USS *Pecos* would be sunk by the Japanese on Mar. 1, 1942. *BOSTS-13924*

June 25 New pier and bulkhead line, establishing waterside boundary of yard, approved; action added approximately 12.35 acres to the area of the Navy Yard. Jurisdiction over this area was ceded to the United States by the Massachusetts General Court by act of July 15, 1938.

July Compressor House addition to Central Power Plant (Building 108) completed.

July 1 FY 1919 Naval Appropriations Act funded waterfront and Power Plant (Building 108) improvements and reconstruction of the Machine Shop & Foundry (Building 42)

Oct. 17 Congress authorized purchase of Commonwealth Dry Dock property.

Nov. 9 Oxy-Acetylene Generation Plant (Building 165) completed.

1919

— Additions to Paymaster's Office (Building 32) and General Storehouse (Building 149) completed.

— New Scale House (Building 19) completed; complex included both Railroad Scale and Truck Scale and replaced original Scale House (Building 19).

— New Steel Storage Shed (Building 187) completed.

Jan. Addition to Dispensary (Building 120) completed.

Feb. 11 Employment peaked at 12,844.

May 1 USS *Brazos* (AO-4) launched.

June 2 USCGC *Ossippee* inaugurated Marine Railway.

June 5 Boston Army Base (Boston Quartermaster Depot) in South Boston completed.

July 11 FY 1920 Naval Appropriations Act provided funding for "shore facilities for Commonwealth Dry Dock, South Boston."

July 25 Rear Adm. Samuel S. Robison assumed position of Navy Yard Commandant.

Sept. 6 Lockwood's Basin in East Boston designated as annex of Navy Yard.

Dec. 22 USS *Virginia* (BB-13) inaugurated Dry Dock 3.

1920

Apr. 28 Commonwealth Dry Dock (100.929 acres) in South Boston purchased by the Navy for $4.3 million; designated as Dry Dock 3.

June 2 USS *Neches* (AO-5) launched.

1921

— Addition to Pump House (Building 1) at South Boston Annex completed along with paving and installation of crane rails.

— Capt. C.M. Simmers assumed the position of Shipyard Manager.

Apr. 23 USS *Pecos* (AO-6) launched.

May 2 U.S. Army issued revocable permit to U.S. Shipping Board for use by the board of most of the wharfage space at the Boston Army Base as well as the Wharf Shed (Building 10 [119]), North Pier Shed (Building 7 [117]), and South Pier Shed (Building 8 [118]).

May 27 Rear Adm. Albert Gleaves assumed position of Navy Yard Commandant.

Dec. 31 Rear Adm. Henry A. Wiley assumed position of Navy Yard Commandant.

Yard Commandants, 1919-1935

Rear Adm. Samuel S. Robison
BOSTS-7297

Rear Adm. Albert Gleaves
BOSTS-7138

Rear Adm. Henry A. Wiley
BOSTS-7390

Rear Adm. Louis de Steiguer
BOSTS-7086

Rear Adm. Philip Andrews
BOSTS-7005

Rear Adm. Louis M. Nulton
BOSTS-7262

Rear Adm. Henry H. Hough
BOSTS-7165

1922

— Portal Crane 50 delivered to Dry Dock 3 at South Boston Annex by McMyler-Interstate.

Feb. 6 Washington Naval Arms Limitation Treaty signed.

Apr. 26 Receiving Ship USS *Southery* (IX-26) placed in service.

1923

June 14 Rear Adm. Louis de Steiguer assumed position of Navy Yard Commandant.

Oct. 12 USS *Whitney* (AD-4) launched.

During the 1920s, as naval construction and repair programs declined, the Navy Yard kept busy by contracting its services to the U.S. Shipping Board and private shipowners. Of particular value was the new South Boston Dry Dock, one of the largest in the world at the time. Here, the White Star liner RMS *Majestic* enters the dock on Nov. 16, 1922. Launched in 1914 as the German *Bismarck* and taken over incomplete by the British as war reparations, *Majestic* was the sister ship of another frequent Dry Dock 3 visitor in the 1920s, the liner *Leviathan* (ex-*Vaterland*), which had served as an American troopship during World War I. *BOSTS-11897*

1924

May 24 FY 1925 Naval Appropriations Act provided funding for reconstruction of the roof of the Foundry (Building 42-C). The same act also authorized construction of additional facilities for Dry Dock 3.

Sept. Replacement of front porches on Quarters L-O completed.

1925

Feb. 11 FY 1926 Naval Appropriations Act provided funding for waterfront improvements and replacement of the salt water circulation loop.

Mar. 3 Congress authorized restoration of USS *Old Constitution* (IX-21), including national subscription fundraising program ("Pennies Campaign") to finance the work.

July 25 USS *Old Constitution* (IX-21) renamed USS *Constitution* (IX-21).

Oct. 24 Rear Adm. Philip Andrews assumed position of Navy Yard Commandant.

1926

— Navy Yard employees Albert M. Leahy and Carlton G. Lutts invented die-lock chain.

May 21 FY 1927 Naval Appropriations Act provided funding for waterfront improvements.

1927

— New Pump House & Suction Well (Building 191) completed.

— Utility Building (Building 13, later Building 14) at South Boston Annex constructed utilizing components salvaged in 1921 from Navy boiler shop at Providence, R.I.

June 16 USS *Constitution* (IX-21) entered Dry Dock 1 for restoration; undocked on Mar. 15, 1930.

1928

— Die-lock chain adopted as standard anchor chain for the Navy.

May 21 FY 1929 Naval Appropriations Act provided funding for waterfront and Power Plant improvements, as well as electrical system improvements at Dry Dock 3.

1929

Mar. 2 FY 1930 Naval Appropriations Act provided funding for waterfront and Power Plant improvements.

Nov. New kitchen additions on Quarters L-M-N-O completed.

Dec. Replacement of Navy Yard Boundary Wall along Ropewalk with steel picket fence completed.

1930

— Capt. Ross P. Schlabach assumed position of Shipyard Manager.

Apr. 22 London Naval Arms Limitation Treaty signed.

June 11 FY 1931 Naval Appropriations Act provided funding to continue waterfront and Power Plant improvements.

June 16 Rear Adm. Louis M. Nulton assumed position of Navy Yard Commandant.

Fall Coal Handling Plant (Building 109) demolished except for Electrical Substation.

1931

— During FY 1931, following successful tests during FY 1930, the U.S. Lighthouse Service adopted die-lock chain as its standard for mooring lightships.

— New Substation (Building 192) south of Building 103 completed.

Feb. 28 FY 1932 Naval Appropriations Act provided funding to continue the waterfront improvements program.

July 1 USS *Constitution* (IX-21) recommissioned.

Sept. 29 Construction of USS *Macdonough* (DD-351) and USS *Monaghan* (DD-354) assigned to Navy Yard, marking resumption of ship construction by the yard.

1932

— Conversion of Building 105 Headhouse into Roundhouse for the yard's locomotives completed.

Feb. 18 Motor Tug *YMT-15* (YMT-15) launched.

1933

— New Railroad Scale (Structure 234) installed at Scale House (Building 19).

Jan. 15 Harbor Tug *YT-119* (YT-119) launched.

June 16 Funds allocated under National Industrial Recovery Act for the construction of destroyers by the Navy.

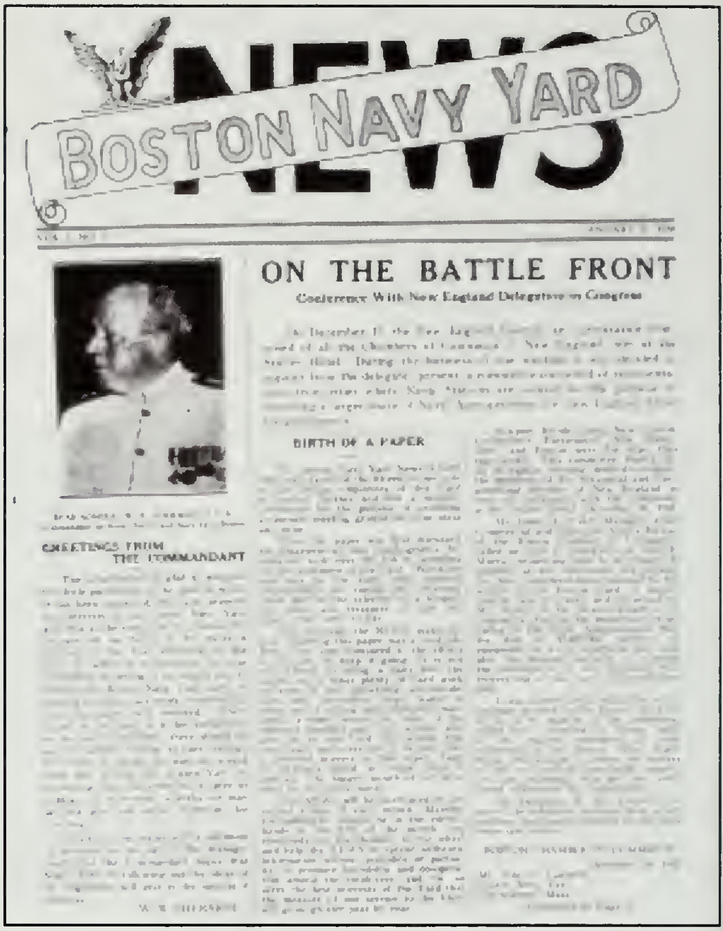
June 30 Rear Adm. Henry H. Hough assumed position of Navy Yard Commandant.

July 12 USS *Southery* (IX-26) decommissioned as Receiving Ship; Receiving Station barracks opened in Building 39.

1934

Mar. 27 Vinson-Trammell Act authorized naval construction up to treaty limits and replacement of overage ships.

May 3 Acting Secretary of the Navy established the primary mission of the Navy Yard as destroyer construction with a secondary mission of manufacturing cordage and chain.



BOSTON NAVY YARD NEWS

ON THE BATTLE FRONT

Conference With New England Delegation on Congress

BIRTH OF A PAPER

GREETINGS FROM THE COMMANDANT

Commandant Rear Adm. Walter R. Gherardi (1875-1939) presided over a yard that was beginning its new role as a shipbuilder and undergoing extensive modernization of its physical plant. Only a few months after his arrival, he endorsed the birth of the yard's newspaper, *Boston Navy Yard News*, as a vehicle "to spread good will, to help the Boston Yard by promoting high craftsmanship, [and] to give us a means of expression whereby we may set our goal and obtain directions for reaching it." *BOSTS-9026*

May 7 USS *Constitution* (IX 21) returned to Navy Yard after completion of nearly three year tour around the country; decommissioned on June 8, 1934.

Aug. 22 USS *Macdonough* (DD-351) launched.

Nov. 12 Explosion destroyed Acetylene Plant (Building 165) and damaged Building 114.

1935

— Portal Crane 3 delivered by Orton Crane & Shovel Co.

— Two 300-ft. Radio Towers erected near Ropewalk at 6th and 9th Sts.

Jan. 9 USS *Monaghan* (DD-354) launched.

Apr. 15 Congress authorized construction of Marine Barracks (Building 15) at South Boston Annex.

May 6 President Franklin D. Roosevelt issued Executive Order 7034, creating Works Progress Administration; renamed Work Projects Administration on July 1, 1939.

June 5 Rear Adm. Walter R. Gherardi assumed position of Navy Yard Commandant

Sept. 14 USS *Case* (DD-370) and USS *Conyngham* (DD-371) launched.

1936

— Substation addition to Building 104 completed; later redesignated Building 224.

— WPA forces undertook repairs/replacement of sun porches on Quarters G, L, and O; remodelling of interior of Buildings 4 and 5 for Naval Reserve activities; modifications to Building 36 for Production Division Storage; removal of cell block and modifications to Building 38 for Garage Repair Shop; remodelling of Building 107 for Building Trades Shop; and repairs and repainting of Building 153 interior for Ordnance Storage.

Jan. 10 First issue of yard newspaper, *Boston Navy Yard News* (after Dec. 1945, *Boston Naval Shipyard News*) published.

Apr. 30 Capt. Edmund R. Norton assumed position of Shipyard Manager.

Aug. Garage & Quarters Addition to Building 1 and new Salvage Stores (Building 193) completed by WPA.

Sept. 30 USS *Constitution* (IX-21) entered Dry Dock 1 for minor hull repairs; undocked on Oct. 2, 1936.

Oct. 27 Plaques on Buildings 5 and 105 commemorating the British landings during the Battle of Bunker Hill unveiled.

Oct. 31 USS *Mugford* (DD-389) and USS *Ralph Talbot* (DD-390) launched.

1937

— Buildings 154, 155, 156, and 157 demolished.

— End of Pier 1 rebuilt by WPA forces.

— New Acetylene Plant (Building 165) and Gasoline Filling Station (Building 194), as well as Garage addition to Boat Storehouse (Building 77), completed by WPA.

— New Marine Barracks (Building 15) at South Boston Annex completed by WPA.

May 10 Capt. John W. Woodruff assumed position of Shipyard Manager.

Aug. Pier 1 Electrical Substation (Building 109) completed by WPA.

Sept. Addition to Marine Corps Administration Building (Building 136) completed by WPA.

1938

— Shipbuilding Ways (Shipways 1) lengthened and widened.

— Addition to Building 47 completed by WPA; project converted building into Galley & Mess for ship crews.

— Building 131 demolished by WPA.

Jan. Receiving Station barracks moved from Building 39 to Building 33; Building 33 named Frazier Barracks (for Daniel Frazier, a seaman on USS *Enterprise* wounded in action off Tripoli in 1804).

Apr. 26 FY 1939 Naval Appropriations Act authorized Structural Shop Extension (Building 104).

May 14 USS *Mayrant* (DD-402) and USS *Trippe* (DD-403) launched.

May 17 Naval Expansion Act signed; directed increased naval construction.

June 10 USS *Powhatan* (YT-128) launched.

June 25 FY 1938 Deficiency Appropriations Act authorized improvements to Shipways.

In July 1938 two naval officers who would play crucial roles in the Navy Yard's expansion just before and in the early days of World War II reported for duty. Capt. Charles L. Brand (left) became Manager of the Industrial Department, or Shipyard Manager. According to an obituary published in the *Boston Naval Shipyard News* in 1953, Brand, who was promoted to Rear Admiral in Nov. 1941, "personally laid out … on a drafting table maintained in his office" many of the major buildings added to the yard during his tenure. The day after Brand arrived, Rear Adm. William T. Tarrant (right) became Commandant of the Navy Yard and the First Naval District. One of the major decisions made by him was to promote the development of the South Boston Annex. Tarrant left the yard in July 1942, with Brand following in Oct. of that year. *NARA RG 181 (left); BOSTS-7340 (right)*

July 25 Capt. Charles L. Brand assumed position of Shipyard Manager.

July 26 Rear Adm. William T. Tarrant assumed position of Navy Yard Commandant.

Dec. Kitchen wing addition to Commandant's House (Quarters G) completed by WPA.

1939

— New Oil Storehouse (Building 131) completed.

— Fuel Oil Pump House (Building 141) moved from original location to new location within the yard.

May 25 FY 1940 Naval Appropriations Act authorized extension of Machine Shop (Building 42).

June 1 Commandant Tarrant appointed board of officers to study development of Naval Dry Dock at South Boston.

June 2 Congress authorized construction of facilities for ship repair at the Naval Dry Dock, South Boston.

The same act authorized the acquisition of private dry docks at Hunters Point, San Francisco, as an annex to the Mare Island Navy Yard.

June 22 Pipe Shop (Building 195) completed.

Sept. 3 Great Britain and France declared war on Germany, marking start of World War II in Europe.

Sept. 8 President Franklin D. Roosevelt declared a limited national emergency in response to start of World War II in Europe

Sept. 8 Navy Yard closed to visitors.

Sept. 18 Congress authorized the acquisition of private dry dock at Bayonne, N.J., as an annex to the New York Navy Yard.

Oct. 20 USS *O'Brien* (DD-415), USS *Walke* (DD-416), USS *Madison* (DD-425), and USS *Lansdale* (DD-426) launched.

1940

— Portal Crane 19 delivered by Kaltenbach Corp.

Mar. 27 Navy received license from the state to fill an area at the South Boston Annex in order to construct new jetties.

Apr. 24 USS *Meredith* (DD-434) launched.

May Extension of Machine Shop (Building 42-A) completed.

May 25 USS *Gwin* (DD-433) launched.

May 31 USS *Wilkes* (DD-441) and USS *Nicolson* (DD-442) launched.

June 14 Naval Expansion Act signed; together with act signed on July 19, 1940, this legislation authorized the "Two-Ocean Fleet" concept.

Aug. 1 Construction of addition to Central Power Plant (Building 108) began; work included demolition of Building 117 and was completed in early 1942.

Aug. 10 President Franklin D. Roosevelt visited the Navy Yard.

Aug. 21 Seaplane Wrecking Derrick *YSD-11* (YSD-11) launched.

Aug. 30 Covered Lighter *YF-258* (YF-258) launched.

Sept. 9 FY 1941 Supplemental National Defense Appropriations Act authorized construction of Light Shop Activities Building (Building 197).

Dec. 10 First Naval District offices moved from Building 39 to North Station Industrial Building at 150 Causeway St., Boston; later transferred to Fargo Building in South Boston.

1941

— Addition of Sentry House to Garage & Quarters (Building 1), including demolition of original Building 1, completed.

— Addition to Administration Building (Building 39) completed.

— Crotty Brothers awarded a concession contract to operate a civilian cafeteria in Building 36.

Jan. Machine Shop (Building 16) at South Boston Annex completed.

Jan. 3 Plans to develop South Boston for ship outfitting and repair work announced.

Feb. 13 State legislation authorizing extension of Piers 4, 4A, and 5 beyond the Harbor Commissioners' line approved.

Feb. 14 Seaplane Wrecking Derrick *YSD-22* (YSD-22) launched.

Feb. 15 Seaplane Wrecking Derrick *YSD-23* (YSD-23) launched.

Mar. New Temporary Storehouse (Building 198) completed.

Mar. 6 Seaplane Wrecking Derrick *YSD-20* (YSD-20) launched.

Mar. 11 Lend-Lease Act authorizing construction and leasing of war materials and equipment to Great Britain signed.

Mar. 17 USS *Humboldt* (AVP-21) launched.

FY 1941 Supplemental National Defense Appropriations Act authorized purchase of land and construction of housing and messing facilities for ships' crews.

Mar. 18 USS *Matagorda* (AVP-22) launched.

June Henley St. Gate (Gate 2) opened; granite from wall removed at that location used to replace fence in front of Commandant's House on Chelsea St.

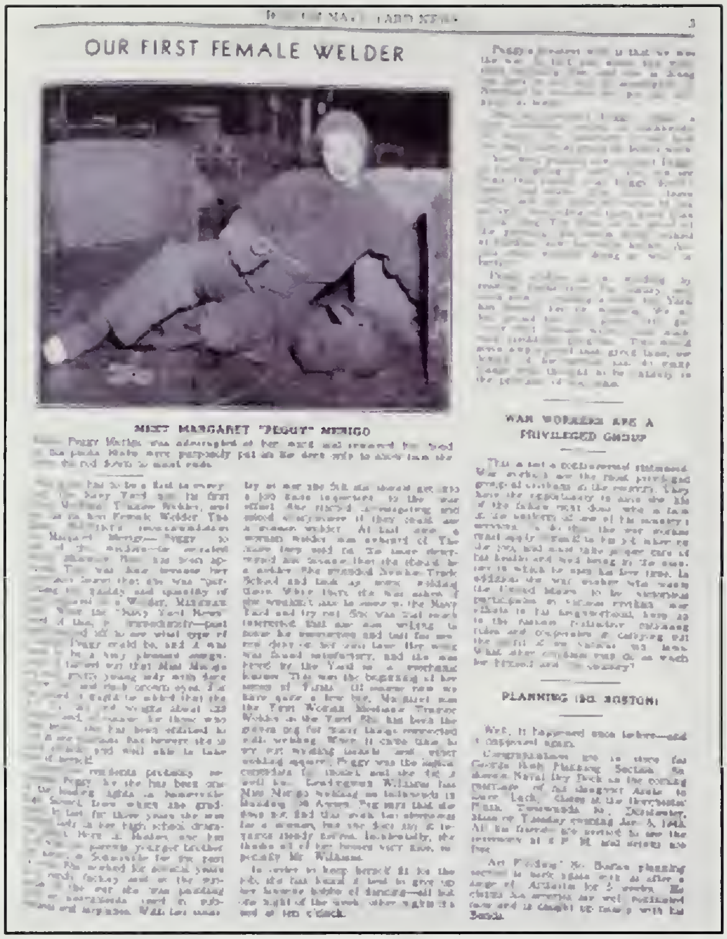
June 14 USS *Forrest* (DD-461) and USS *Fitch* (DD-462) launched.

July Navy Yard took over Commonwealth Pier No. 5 (World Trade Center), South Boston; used by Supply Dept. of Navy Yard until Nov. 28, 1945.

July 28 Commonwealth of Massachusetts approved donation of land (68.196 acres) to the United States for expansion of South Boston Annex.

Aug. American Society for Nondestructive Testing organized as the American Industrial Radium and X-Ray Society in

World War II saw a dramatic change in the composition of the Navy Yard's workforce. For the first time, large numbers of women and minorities were employed. At left, the shipyard newspaper published a major feature on the first woman welder, Peggy Merigo, in its Jan. 14, 1943, issue.

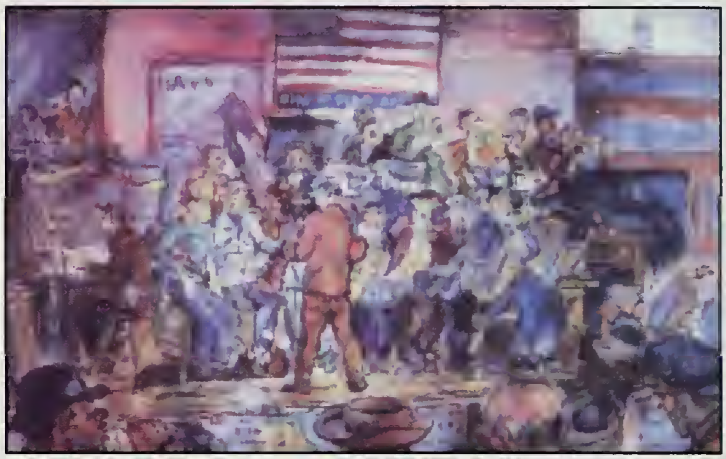


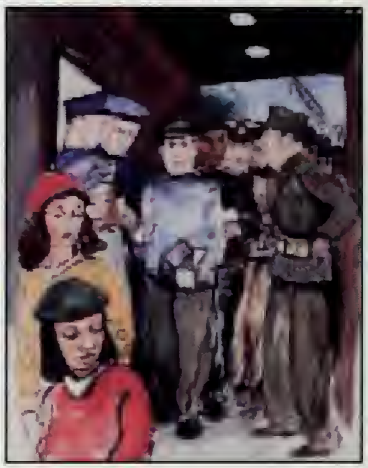
OUR FIRST FEMALE WELDER

MEET MARGARET "PEGGY" MERIGO

WAR WORKERS ARE A PRIVILEGED GROUP

PLANNING (SO. BOSTON)





The diversity in the workforce is seen in these two artworks by African-American artists and yard employees. The painting above by Calvin Burnett depicts the Navy Yard Employees Band, while the watercolor at right by Allan Rohan Crite is entitled "Have Your Pass Ready" and depicts workers leaving the yard. *BNHP (above); Boston Athenaeum (right)*

Building 34; yard employees Philip D. Johnson and Carlton G. Lutts were among the original organizers, with Lutts as its first chairman.

Aug. 24 USS *Constitution* (IX-21) recommissioned.

Sept. Shipways 2 completed; project involved demolition of a portion of Building 104 and Pier 7.

Sept. Piers 1 and 2 at South Boston Annex completed; construction of Piers 3, 4, and 7 and extension of Piers 1 and 2 at South Boston Annex begun.

Sept. 27 USS *Cowie* (DD-632) and USS *Knight* (DD-633) launched.

Oct. Concrete Pier 5 completed, replacing wooden Pier 4A.

Oct. Extension of Pier 6 (formerly Pier 5) completed.

Oct. New Storehouse (Building 199) completed.

Oct. 17 State legislation authorizing construction of Shipbuilding Dock (Dry Dock 5) and associated facilities outside of the existing Harbor Commissioners' line approved.

Nov. U.S. Naval Drydocks, Hunters Point established at the former Bethlehem Steel Hunters Point shipyard, purchased in Dec. 1939; became San Francisco (Hunters Point) Naval Shipyard on Nov. 30, 1945.

Nov. 1 Navy Yard assigned construction of twelve escort vessels (BDE-1 to BDE-12) for transfer to Great Britain.

Nov. 10 Construction of Shipbuilding Dock (Dry Dock 5) begun by J.F. Fitzgerald Construction Co. of Boston; work included demolition of Buildings 139, 141, and 153 as well as the Fuel Oil Tank and Gasoline Tank.

Dec. U.S. Naval Drydock, Roosevelt Base, Terminal Island, established; became Terminal Island Naval Shipyard on Nov. 30, 1945, and Long Beach Naval Shipyard in Mar. 1948.

Dec. Construction of West, North, East, and South Jetties at South Boston Annex completed.

Dec. 7 Japanese forces attacked Pearl Harbor; United States declared war on Japan on Dec. 8 and on Germany and Italy on Dec. 11.

Dec. 10 USS *Doran* (DD-634) and USS *Earle* (DD-635) launched.

Dec. 26 Fargo Buildings (3.5 acres) on Summer St. in South Boston acquired by Navy under eminent domain procedures.

Dec. 31 Sludge Removal Barge *YSR-3* (YSR-3) launched.

1942

— Waterfront Office (Building 109), Public Works Administration Building (Building 200), and Industrial Service Buildings (Buildings 211A-C) on Pier 5 completed.

— Navy Yard took delivery of Portal Cranes 62-69 from American Hoist & Derrick Co.; cranes 62 and 65 assigned to Pier 5, crane 63 to Dry Dock 3 at South Boston Annex, crane 64 to Dry Dock 5, cranes 66-68 to South Boston Annex jetties, and crane 69 to Pier 7 at South Boston Annex.

Feb. New Light Shop (Building 197) and north and east extensions of the Pipe & Shipfitters Shop (Building 195) completed.

Feb. Reconstruction of Marine Railway 11 completed.

Feb. New Naval Net Depot (Building 17), Structural Shop (Building 18), Temporary Storehouse (Building 19), Administration Building (Building 21), and Crews' and Officers' Washrooms (Buildings 22, 23) as well as addition to Marine Barracks (Building 15) at South Boston Annex completed.

Feb. 7 South Boston Annex officially designated U.S. Naval Dry Dock, South Boston.

Feb. 20 USS *Guest* (DD-472) and USS *Hutchins* (DD-476) launched.

Apr. Frazier Barracks (Building 33) ceased to function as Receiving Ship Boston.

Apr. 5 Keels of HMS *Bayntun* (BDE-1) and HMS *Bazely* (BDE-2) laid in incomplete Dry Dock 5.

Apr. 16 USS *Bennett* (DD-473) and USS *Fullam* (DD-474) launched.

Apr. 18 Area occupied by Marine Railways 12 and 13 officially designated as the Chelsea Annex of the Boston Navy Yard; this property had been purchased from Green's Shipyard and Boston Dry Dock Co., respectively, in 1941.

May 15 Navy awarded ownership of Chelsea Street Garage (Building 204) (0.383 acres) following successful eminent domain proceedings.

May 16 Tirrell Estate (17.29 acres) in South Boston acquired by the Navy under eminent domain for use as "K" Street Annex.

June Underground Water Storage Tanks (Structures 220, 221, 223) completed.

June 3 USS *Hudson* (DD-475) and USS *Charrette* (DD-581) launched.

June 24 Navy Fire Fighters School at "K" Street Annex commissioned.

June 27 HMS *Bayntun* (BDE-1) and HMS *Bazely* (BDE-2) launched.

July 15 Rear Adm. Wilson Brown, Jr., assumed position of Navy Yard Commandant.

July 18 USS *Connor* (DD-582) and USS *Hall* (DD-583) launched.

Sept. 15 USS *LST-301* (LST-301), USS *LST-302* (LST-302), USS *LST-303* (LST-303), and USS *LST-304* (LST-304) launched; all four ships would be transferred to Great Britain in Nov. 1942.

Oct. Reconstruction of Marine Railways 12 and 13 at Chelsea Annex completed.

Oct. 10 USS *LST-305* (LST-305) and USS *LST-306* (LST-306) launched.

Oct. 13 Capt. Earl F. Enright assumed position of Shipyard Manager.

Nov. Dry Dock 5 completed.

Nov. Power Plant (Building 20) and Shop Building (Building 53) at South Boston Annex completed.

Nov. 9 USS *LST-307* (LST-307) and USS *LST-308* (LST-308) launched.

Nov. 23 HMS *Berry* (BDE-3), HMS *Blackwood* (BDE-4), USS *LST-309* (LST-309), and USS *LST-310* (LST-310) launched.

Dec. Construction of U.S. Naval Fuel Depot Annex in East Boston completed; work had begun in Jan. 1942 and the facility became usable in Aug. 1942.

Dec. 7 USS *Evarts* (DE-5) and USS *Wyffels* (DE-6) launched.

Wartime Commandants

The Commandants of the Navy Yard during World War II spent much of their time performing ceremonial duties, as seen in these three views.

Rear Adm. Wilson Brown, Jr., poses with the sponsor of the as-yet-unnamed escort vessel BDE-5, Miss Rhoda C. Grady (center), and her mother, Mrs. Ronan C. Grady, at the launching ceremony on Dec. 7, 1942. Her father, Capt. Ronan C. Grady, was Captain of the Yard. *BOSTS-11076*

On Feb. 13, 1943, five days after assuming command, Rear Adm. Robert A. Theobald addresses yard workers on the occasion of the presentation to the Navy Yard of a two-star Army-Navy "E" (Efficiency) banner. *BOSTS-13352*

Rear Adm. Felix X. Gygax looks on as Mrs. Marjorie Guile christens USS *Marlboro* (APB-38) on Shipways 2 on Nov. 17, 1944. Mrs. Guile had been chosen as sponsor because her husband, Marcus H. Guile, an employee of the Inside Machine Shop, had been one of the top recipients of beneficial suggestion awards. *BOSTS-11920*

1943

— Portal Cranes 87-89 delivered by Marion Steam Shovel Co.; crane 87 assigned to Pier 1 and cranes 88-89 assigned to Dry Dock 4 at South Boston Annex.

— Portal Cranes 90-91 delivered to South Boston Annex by Kaltenbach Corp.; crane 90 assigned to jetties and crane 91 assigned to Dry Dock 4.

— Steel Storage Shed addition on north side of Boiler Shop (Building 106) completed.

Jan. Margaret "Peggy" Merigo became first qualified female welder as women began to take jobs in Navy Yard industrial shops.

Jan. 9 USS *Griswold* (DE-7), USS *Steele* (DE-8), USS *Carlson* (DE-9), and USS *Bebas* (DE-10) launched.

Ship Christening—USS *Earle* (DD-635): A Gallery

THE CONCEPT OF CHRISTENING a warship can be traced as far back as ancient Babylonia. From its beginnings in the 1790s, the United States Navy has followed this tradition, which involves a sponsor breaking a bottle of liquid over the ship's bow. While early sponsors were male, by the 1840s the Navy had adopted the practice of female sponsors.

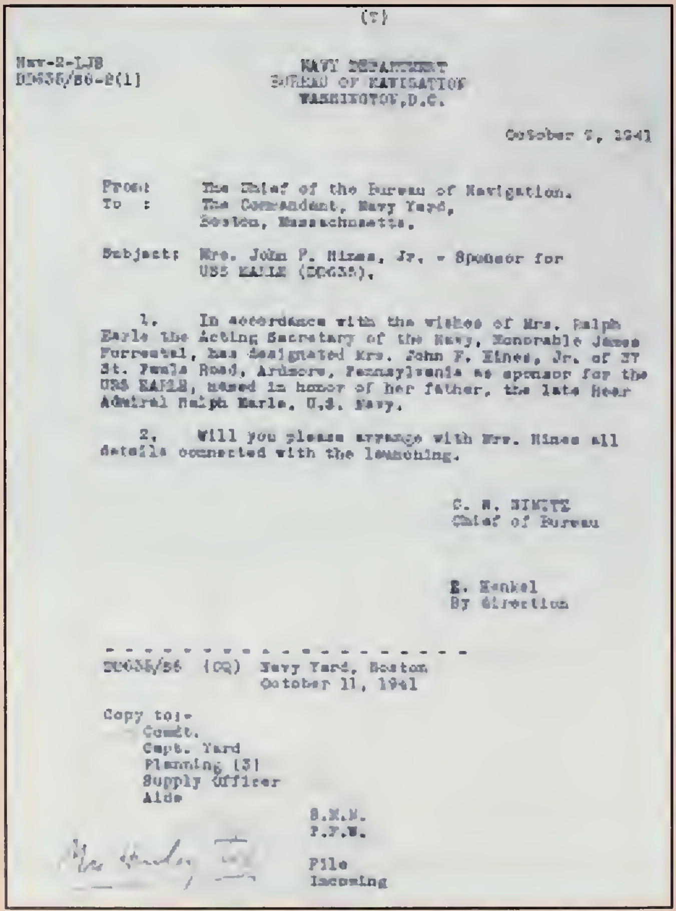
The shipyard archives includes extensive files on ship christening ceremonies compiled by the aide to the Commandant. This gallery includes a selection of the documents, as well as several of the pictures taken on the occasion, for USS *Earle* (DD-635), launched on December 10, 1941 (see Chapter 2 for a photograph of this launch).

For ships such as destroyers named for individuals, the sponsor was usually a female relative of the person being honored. Thus, when the Navy determined in 1941 to name Destroyer No. 635 for the late Rear Adm. Ralph Earle (1874-1939), who had been Chief of the Bureau of Ordnance during World War I and, following his retirement, president of the Worcester Polytechnic Institute (WPI) in his native Worcester, Mass., it consulted his widow, who suggested that their daughter Mary be given the honor of sponsoring the vessel. In keeping with tradition, the Navy would identify the sponsor in all official documents only as Mrs. John Fore Hines, Jr.

Once the sponsor had been determined, the Navy Yard Commandant had the duty of arranging the christening ceremony. This involved contacting the sponsor and obtaining the names of individuals whom she desired be present on the occasion. Once the final launch date was settled, formal invitations were sent out to these guests. In the case of USS *Earle*, they included a large number of faculty and staff from WPI as well as friends and relatives of the admiral and his daughter.

During the 1930s and 1940s, the Navy Yard utilized bottles of domestic champagne for ship christenings. These bottles were decorated with a plate commemorating the occasion and held in wooden boxes. The yard also purchased American beauty roses as a gift to the sponsor. For USS *Earle*, the Navy authorized the yard to spend not more than $250 for the ceremony.

On the day of the christening, the sponsor was met by the Commandant and escorted to the site of the launching, in this case Shipways 2. At the appointed time, Mrs. Hines swung the bottle against the bow of the ship while reciting the words, "I christen thee USS *Earle*." Upon the breaking of the bottle, shipyard workers removed the wedges keeping the hull in place and the ship slid stern-first into the waters of Boston Harbor. A tug then maneuvered the vessel to the location where fitting out work would be done.



(T)

Nav-2-LJB
DD635/S6-2(1)

NAVY DEPARTMENT
BUREAU OF NAVIGATION
WASHINGTON, D.C.

October 9, 1941

From: The Chief of the Bureau of Navigation.
To : The Commandant, Navy Yard,
Boston, Massachusetts.

Subject: Mrs. John F. Hines, Jr. - Sponsor for USS EARLE (DD635).

1. In accordance with the wishes of Mrs. Ralph Earle the Acting Secretary of the Navy, Honorable James Forrestal, has designated Mrs. John F. Hines, Jr. of 37 St. Pauls Road, Ardmore, Pennsylvania as sponsor for the USS EARLE, named in honor of her father, the late Rear Admiral Ralph Earle, U.S. Navy.

2. Will you please arrange with Mrs. Hines all details connected with the launching.

C. W. NIMITZ
Chief of Bureau

E. Henkel
By direction

- -

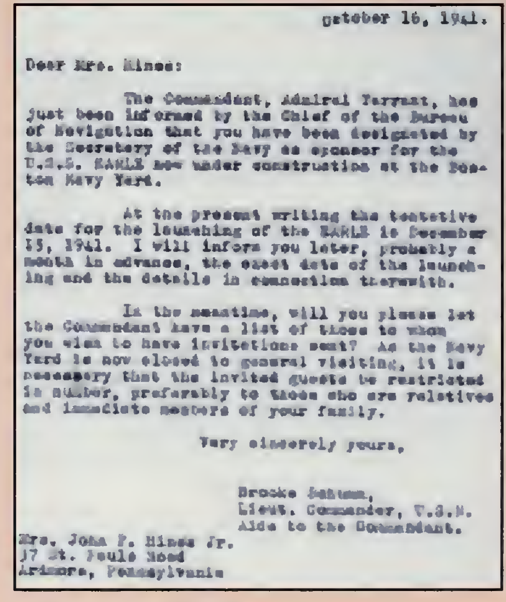
DD635/S6 (CQ) Navy Yard, Boston
October 11, 1941

Copy to:-
Comdt.
Capt. Yard
Planning (3)
Supply Officer
Aide

S.H.M.
P.F.W.

File
Incoming

This memorandum dated Oct. 9, 1941, from the Bureau of Navigation in Washington notified the Navy Yard Commandant of the identity of the sponsor for USS *Earle* and directed him to arrange the details of the ceremony with her. Note the name of the bureau chief, then an obscure naval officer but soon to become one of the best-known naval figures of World War II, Chester W. Nimitz. *BOSTS-15404*



October 16, 1941.

Dear Mrs. Hines:

The Commandant, Admiral Tarrant, has just been informed by the Chief of the Bureau of Navigation that you have been designated by the Secretary of the Navy as sponsor for the U.S.S. EARLE now under construction at the Boston Navy Yard.

At the present writing the tentative date for the launching of the EARLE is December 15, 1941. I will inform you later, probably a month in advance, the exact date of the launching and the details in connection therewith.

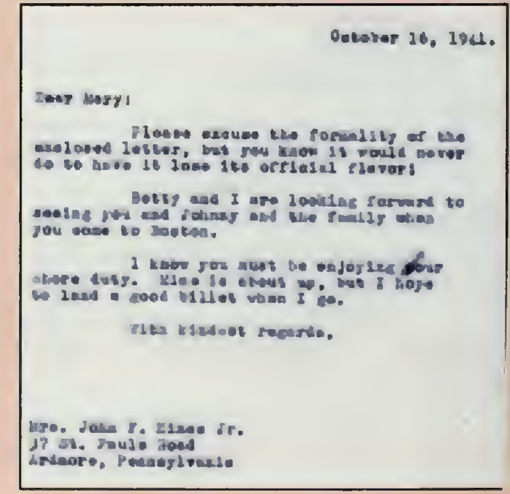
In the meantime, will you please let the Commandant have a list of those to whom you wish to have invitations sent? As the Navy Yard is now closed to general visiting, it is necessary that the invited guests be restricted in number, preferably to those who are relatives and immediate members of your family.

Very sincerely yours,

Brooke Schumm,
Lieut. Commander, U.S.N.
Aide to the Commandant.

Mrs. John F. Hines Jr.
37 St. Pauls Road
Ardmore, Pennsylvania

On Oct. 16, 1941, Aide to the Commandant Lt. Cmdr. Brooke Schumm sent this letter to the sponsor informing her of the tentative date of the launching and asking for her guest list. *BOSTS-15404*



October 16, 1941.

Dear Mary:

Please excuse the formality of the enclosed letter, but you know it would never do to have it lose its official flavor!

Betty and I are looking forward to seeing you and Johnny and the family when you come to Boston.

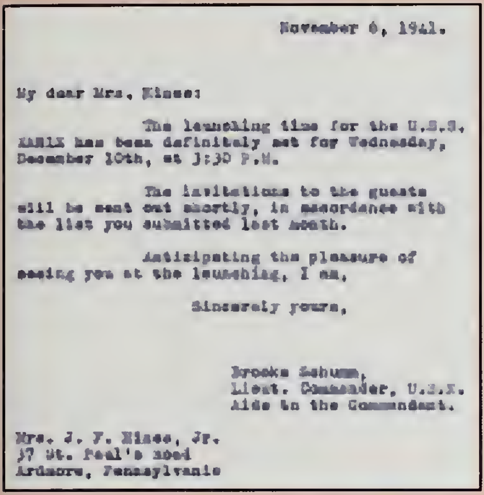
I know you must be enjoying your shore duty. Mine is about up, but I hope to land a good billet when I go.

With kindest regards,

Mrs. John F. Hines Jr.
37 St. Pauls Road
Ardmore, Pennsylvania

One of the most interesting items in the file is this informal note which accompanied the formal notification letter. It reveals that Cmdr. Schumm was a friend of Mrs. Hines, whose husband was a fellow Navy officer, and is the only document in the file to address Mrs. Hines by her own given name. *BOSTS-15404*

Ship Christening—USS *Earle* (DD-635): A Gallery



November 6, 1941.

My dear Mrs. Hines:

The launching time for the U.S.S. EARLE has been definitely set for Wednesday, December 10th, at 3:30 P.M.

The invitations to the guests will be sent out shortly, in accordance with the list you submitted last month.

Anticipating the pleasure of seeing you at the launching, I am,

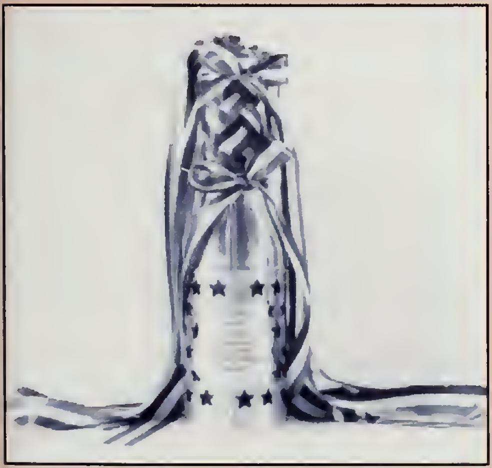
Sincerely yours,

Brooke Schumm,
Lieut. Commander, U.S.N.
Aide to the Commandant.

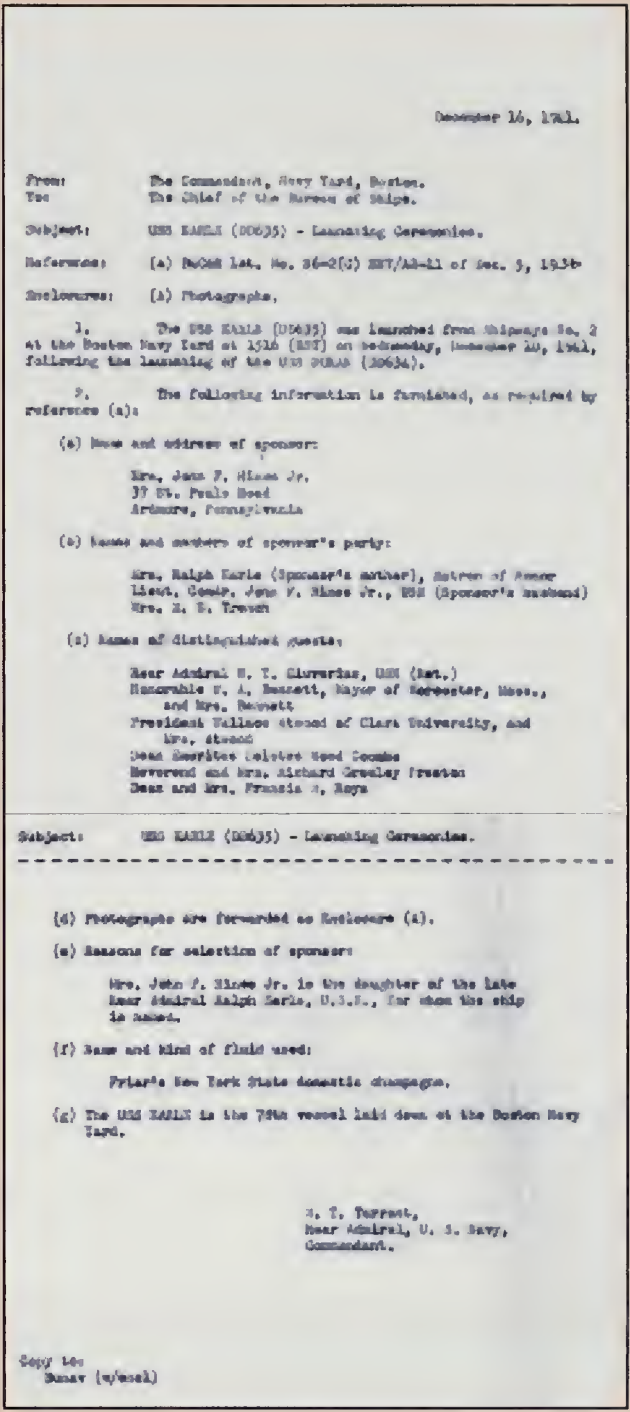
Mrs. J. F. Hines, Jr.
37 St. Paul's Road
Ardmore, Pennsylvania

This follow-up letter from Cmdr. Schumm informed the sponsor of the final date of launching and that invitations were about to be sent. At this point in time, the invitations were done in the form of individual letters. Later, formal printed invitations would be used to reduce the workload as the number of christenings grew.
BOSTS-15404

Immediately prior to the ceremony, a shipyard photographer took pictures of the sponsor and her party. Mrs. Hines (center) holds her bouquet of roses. At far left is her husband, Lt. Cmdr. John F. Hines, Jr., while Rear Adm. William T. Tarrant stands at right. Flanking Mrs. Hines are her mother and Mrs. M. E. Trench. *BOSTS-11011*



Two days before the ceremony, the yard photographed the "christening fluid" and its container.
BOSTS-11011



December 16, 1941.

From: The Commandant, Navy Yard, Boston.
To: The Chief of the Bureau of Ships.

Subject: USS EARLE (DD635) - Launching Ceremonies.

Reference: (a) BuC&R Ltr. No. 36-2(C) [illegible] of Dec. 3, 1936

Enclosures: (A) Photographs.

1. The USS EARLE (DD635) was launched from Shipways No. 2 at the Boston Navy Yard at 1516 (EST) on Wednesday, December 10, 1941, following the launching of the USS DORAN (DD634).

2. The following information is furnished, as required by reference (a):

(a) Name and address of sponsor:

Mrs. John F. Hines Jr.
37 St. Pauls Road
Ardmore, Pennsylvania

(b) Names and members of sponsor's party:

Mrs. Ralph Earle (Sponsor's mother), Matron of Honor
Lieut. Comdr. John F. Hines Jr., USN (Sponsor's husband)
Mrs. M. E. Trench

(c) Names of distinguished guests:

Rear Admiral W. T. Cluverius, USN (Ret.)
Honorable W. A. Bennett, Mayor of Worcester, Mass., and Mrs. Bennett
President Wallace Atwood of Clark University, and Mrs. Atwood
Dean Emeritus Zelotes Wood Coombs
Reverend and Mrs. Richard Greeley Preston
Dean and Mrs. Francis W. Roys

Subject: USS EARLE (DD635) - Launching Ceremonies.

(d) Photographs are forwarded as Enclosure (A).

(e) Reasons for selection of sponsor:

Mrs. John F. Hines Jr. is the daughter of the late Rear Admiral Ralph Earle, U.S.N., for whom the ship is named.

(f) Name and kind of fluid used:

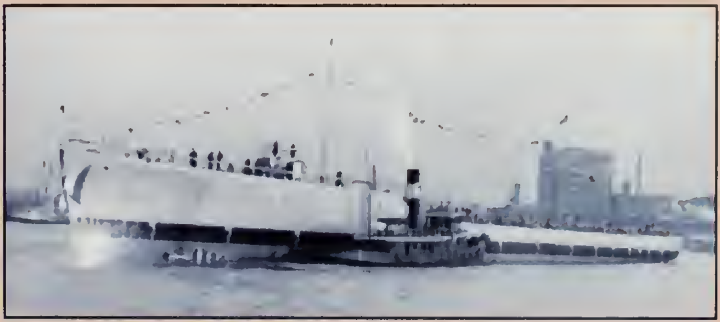
Friar's New York State domestic champagne.

(g) The USS EARLE is the 79th vessel laid down at the Boston Navy Yard.

W. T. Tarrant,
Rear Admiral, U. S. Navy,
Commandant.

Copy to:
Bunav (w/encl)

Following the christening and launching, the Commandant submitted a formal report to the Bureau of Ships. It enclosed copies of the photographs taken on the occasion, and provided information on the sponsor and her party as well as other distinguished guests. *BOSTS-15404*



A tugboat has taken charge of the newly-launched destroyer and is beginning to maneuver her away from the Shipways towards her fitting out location. Note the remains of the launching cradle under the hull to the right of her number. *BOSTS-11011*

When he reported to duty as Shipyard Manager in Oct. 1942, Capt. Earl F. Enright (left) was no stranger to the facility. He had previously served as assistant to the Production Officer in 1920 and 1921 and as Production Officer from 1927 to 1933. *BOSTS-13352*

Jan. 26	USS *Crouter* (DE-11) and HMS *Burges* (BDE-12) launched.
Feb.	Extensive rehabilitation and construction of new facilities at Chelsea Annex completed.
Feb. 8	Rear Adm. Robert A. Theobald assumed position of Navy Yard Commandant.
Feb. 9	U.S. Naval Dry Docks, Roosevelt Base, Terminal Island, Calif., formally established.
Feb. 22	USS *Seid* (DE-256), USS *Smartt* (DE-257), USS *Walter S. Brown* (DE-258), and USS *William C. Miller* (DE-259) launched.
Mar.	Sub-Assembly Shop (Building 30), Ordnance Shop (Building 31), Supply Department (Building 32), Boiler House (Building 46), and Cafeteria (Building 48) at South Boston Annex completed.
Mar. 10	USS *Cabana* (DE-260) and USS *Dionne* (DE-261) launched.
Mar. 19	USS *Halligan* (DD-584) and USS *Haraden* (DD-585) launched.
Apr.	Extension of Piers 4, 7, 8, and 9 completed.
Apr. 6	USS *Canfield* (DE-262), USS *Deede* (DE-263), USS *Elden* (DE-264), and USS *Cloues* (DE-265) launched.
Apr. 10	Capt. Adrian R. Marron assumed position of Shipyard Manager.
Apr. 22	USS *Wintle* (DE-266) and USS *Dempsey* (DE-267) launched.
Apr. 24	USS *Wakefield* (AP-21) inaugurated Dry Dock 4, South Boston Annex.

Throughout World War II, yard workers were encouraged to participate in war bond and blood drives. Many celebrities lent their services to such campaigns. Here actor James Cagney entertains workers in front of Building 197 in Oct. 1943. *BOSTS-13352*

Enright's successor as Manager, Capt. Adrian R. Marron, is seen with Acting Secretary of the Navy James V. Forrestal (left) and Vice Chairman of the War Production Board Charles Wilson during an inspection of the Ropewalk on May 5, 1944. Eighteen months later, as a part of the reorganization that separated the posts of Navy Yard and First Naval District Commandants, Marron would become the first Commander of the Boston Naval Shipyard. *BOSTS-13352*

June 4	USS *Lovering* (DE-272) and USS *Sanders* (DE-273) launched.
July	New Incinerator (Building 203), and Locker & Toilet (Building 206) and extensions of Riggers Shop (Building 24), Telephone Building (Building 31), Frazier Barracks (Building 33), Administration Building (Building 39), Paint & Oil Storehouse (Building 131), Pipe Shop (Building 195), and Storehouse (Building 199) completed.
July	Labor Board and Personnel Division addition to Ropewalk (Building 58) completed.
July	New Security Building (Building 24), Garage & Locomotive House (Building 28), Dispensary & Fire Station (Building 29), Public Works Shop (Building 49), Trainer Building (Building 55), Service Building (Building 56), and Gun Shed (Building 58), and additions to Machine Shop (Building 16), Administrative Building (Building 21), and Police Building (Building 23) at South Boston Annex completed.
July 1	Employment peaked at 50,128 persons, of whom 8,348 were women.
July 4	USS *Newcomb* (DD-586) and USS *Bennion* (DD-662) launched.
July 8	HMS *Gardiner* (DE-274), HMS *Goodall* (DE-275), HMS *Goodson* (DE-276), and HMS *Gore* (DE-277) launched.
July 17	HMS *Keats* (DE-278) and HMS *Kempthorne* (DE-279) launched.
July 19	Navy awarded ownership of parcel of land (0.321 acres) adjacent to the west side of the Navy Yard at Wapping St. following successful eminent domain proceedings.
Aug. 13	Chelsea Annex placed in active use.
Aug. 13	HMS *Kingsmill* (DE-280), HMS *Lawford* (DE-516), HMS *Louis* (DE-517), and HMS *Lawson* (DE-518) launched.
Aug. 19	Navy Yard issued request for proposals for construction of extension to Forge Shop (Building 105).

Aug. 30 HMS *Lindsay* (DE-519) and HMS *Loring* (DE-520) launched.

Sept. 12 USS *Cassin Young* (DD-793) launched by Bethlehem Steel Co., Shipbuilding Division, San Pedro, Calif. (Bethlehem Steel Hull 9016).

Sept. 15 Construction of unnamed escort vessels DE-801 to DE-832 cancelled.

Sept. 24 HMS *Hoste* (DE-521), HMS *Moorsom* (DE-522), HMS *Manners* (DE-523), and HMS *Mounsey* (DE-524) launched.

Oct. 6 USS *Heywood L. Edwards* (DD-663) and USS *Richard P. Leary* (DD-664) launched.

Oct. 7 USS *Edward H. Allen* (DE-531) and USS *Tweedy* (DE-532) launched.

Nov. Rehabilitation of Piers 6 and 7 completed.

Nov. 1 Number of women workers peaked at 8,520.

Nov. 2 HMS *Inglis* (DE-525), HMS *Inman* (DE-526), USS *O'Toole* (DE-527), and USS *John J. Powers* (DE-528) launched.

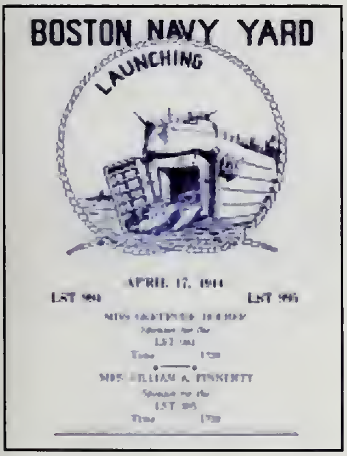
Nov. 8 USS *Howard F. Clark* (DE-533) and USS *Silverstein* (DE-534) launched.

Nov. 17 USS *Mason* (DE-529) and USS *John M. Bermingham* (DE-530) launched.

Dec. 7 USS *Lewis* (DE-535), USS *Bivin* (DE-536), USS *Rizzi* (DE-537), and USS *Osberg* (DE-538) launched.

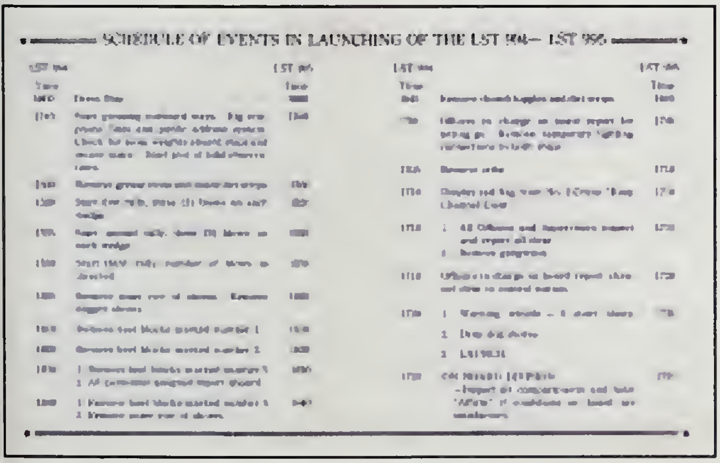
Dec. 17 USS *Sheehan* (DE-541) and USS *Oswald A. Powers* (DE-542) launched; completion cancelled on Jan. 7, 1946, and incomplete ships scrapped.

Dec. 27 USS *Wagner* (DE-539) and USS *Vandivier* (DE-540) launched; completion suspended on Feb. 17, 1947.



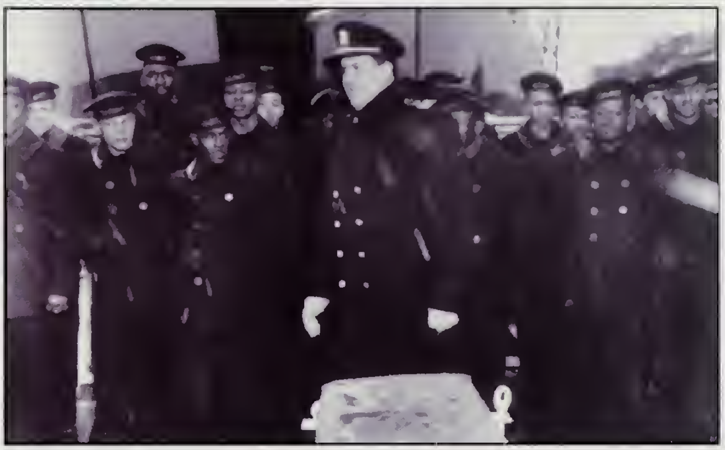
BOSTON NAVY YARD

LAUNCHING



SCHEDULE OF EVENTS IN LAUNCHING OF THE LST

As World War II progressed, the Navy Yard prepared formal programs for ship launchings. These provided a detailed timeline for the accomplishment of the various tasks required to launch a ship, and identified the ship sponsors. As this program illustrates, most of the LSTs were built as side-by-side pairs.
BOSTS-15404



One of the most significant steps on the road that led to the desegregation of the U.S. Navy involved the Boston-built escort vessel USS *Mason* (DE-529), whose crew consisted of African-American sailors. Commanding Officer Lt. Cmdr. William M. Blackford is seen with part of the crew on her fantail during commissioning ceremonies on Mar. 20, 1944.
NARA 80-G-218856

Dec. 31 USS *Cassin Young* (DD-793) commissioned at San Pedro, Calif.

1944

— Extension of Waterfront Office (Building 109) and barracks addition to Building 198 completed.

Jan. 27 USS *Groves* (DE-543) and USS *Alfred Wolf* (DE-544) launched; completion cancelled on Sept. 5, 1944, and incomplete ships scrapped.

Jan. 27 USS *LST-980* (LST-980) and USS *LST-981* (LST-981) launched.

Feb. 10 USS *LST-982* (LST-982) and USS *LST-983* (LST-983) launched.

Feb. 10 Portal Crane 91 placed in service at Dry Dock 4.

Feb. 25 USS *LST-984* (LST-984) and USS *LST-985* (LST-985) launched.

Mar. 5 USS *LST-986* (LST-986) and USS *LST-987* (LST-987) launched.

Mar. 12 USS *LST-988* (LST-988) and USS *LST-989* (LST-989) launched.

Mar. 13 Construction of unnamed escort vessels DE-425 to DE-437 cancelled.

Mar. 20 USS *Mason* (DE-529) commissioned; ship was first to have an African-American crew.

Mar. 27 USS *LST-990* (LST-990) and USS *LST-991* (LST-991) launched.

Apr. 7 USS *LST-992* (LST-992) and USS *LST-993* (LST-993) launched.

Apr. 17 USS *LST-994* (LST-994) and USS *LST-995* (LST-995) launched.

May 2 USS *LST-996* (LST-996) and USS *LST-997* (LST-997) launched.

May 14 USS *LST-998* (LST-998) and USS *LST-999* (LST-999) launched.

May 26 USS *LST-1000* (LST-1000) and USS *LST-1001* (LST-1001) launched.

June 8 USS *LST-1002* (LST-1002) and USS *LST-1003* (LST-1003) launched.

The LST: A Gallery

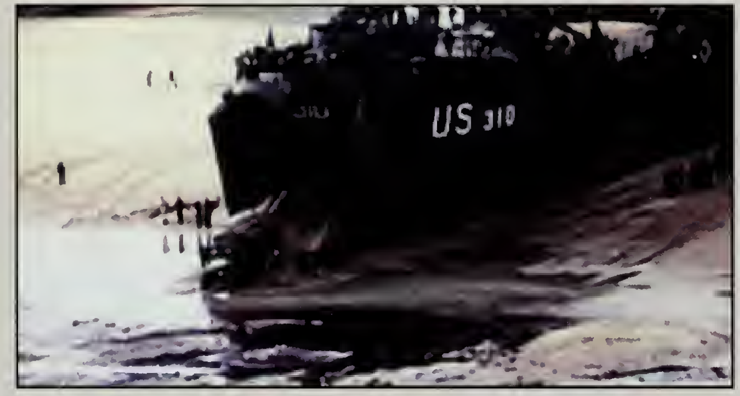
MORE THAN ANY OTHER TYPE of vessel built by the Navy Yard during World War II, the Tank Landing Ship, or LST, reflected the nature of the conflict. The LST was a direct result of the requirement to bring troops and equipment to enemy shores. During the war, the Navy ordered 1154 LSTs. Of these, 47 were allocated to Charlestown. In addition, the yard built six self-propelled barracks ships (APB) which employed a modified version of the LST hull. These vessels were built in pairs on the yard's shipways. The sponsors of the LSTs were either female yard workers or the wives of workers who had received awards for their contributions to the war effort.

The primary features of the LST were a shallow draft, which allowed the ship to reach beaches, and the bow doors and ramps to permit vehicles to be driven directly off the ship.

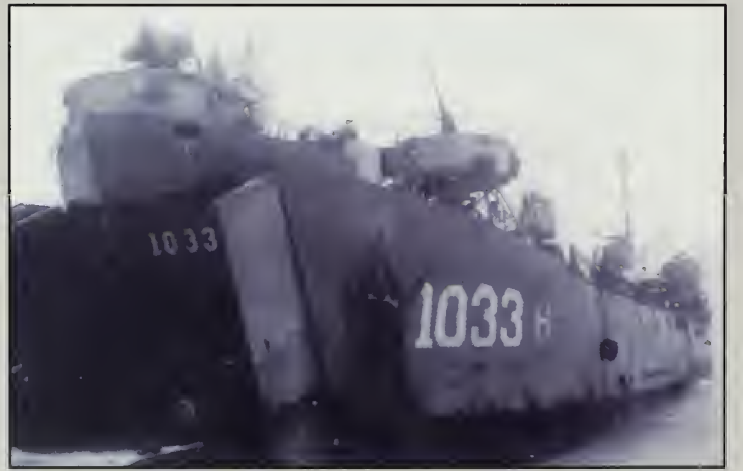
The spaciousness of the LST led to its conversion into a series of different types of repair ship. Some of these conversions occurred after the LST had been in service, while many were commissioned as LSTs only long enough for them to sail to shipyards where they would be fitted out for their new roles.

The last three LSTs ordered from the Navy Yard, only two of which would be completed following the end of hostilities, were intended as experimental ships, employing traditional steam power plants instead of the diesel engines used on their sisters.

While most Boston-built LSTs were sold for scrap or conversion to commercial operation between 1946 and 1948, eight survived to receive "county" names in 1955. Several of these ships, along with the barracks ships, would go on to see active combat service during the Vietnam War, serving both as "mother ships" for the fleet of small riverine warfare craft and as supply carriers.



Because a number of LSTs, including several of Boston-built ships, participated in Operation Overlord, the June 1944 invasion of Normandy, under the White Ensign as British ships, they wore large nationality letters as well as their numbers. Here, USS *LST-310* unloads a truck onto either Omaha or Utah Beach. *NARA*



A number of LSTs were converted into hospital ships for the evacuation of wounded soldiers and marines from beachheads. USS *LST(H)-1033* was the only Boston-built ship so converted. Note the "H" following her number in this view taken at Subic Bay, Philippine Islands, on July 18, 1945. *NavSource*

A few Boston-built LSTs had lengthy postwar careers. After winning two battle stars for involvement in the Iwo Jima and Okinawa invasions, USS *Monmouth County* (LST-1032) would be reactivated in 1965 and sent to Vietnam. She is seen here at Vung Tau, South Vietnam, ca. 1968. *Robert M. Young, NavSource*

While the first Boston-built LSTs saw service in the Mediterranean and European Theaters, later ships formed part of the amphibious forces in the Pacific. Here *LST-990* and several sisters are seen at Leyte in the Philippines. *NavSource*

Three Boston-built LSTs became landing craft repair ships. With her bow doors open, USS *Poseidon* (ARL-12, ex-LST-1037) tends to several types of landing craft off Okinawa in 1945. *NavSource*

June 10 Construction of USS *Harold J. Ellison* (DE-545), USS *Myles C. Fox* (DE-546), USS *Charles R. Ware* (DE-547), USS *Carpellotti* (DE-548), USS *Eugene A. Greene* (DE-549), USS *Gyatt* (DE-550), USS *Benner* (DE-551), USS *Kenneth D. Bailey* (DE-552), USS *Dennis J. Buckley* (DE-553), USS *Everett F. Larson* (DE-554), USS *Rogers Blood* (DE-555), USS *William R. Rush* (DE-556), USS *William M. Wood* (DE-557), and five unnamed ships (DE-558 to DE-562) cancelled; names reassigned by the Navy to destroyers built elsewhere.

June 18 USS *LST-1028* (LST-1028) and USS *LST-1029* (LST-1029) launched.

June 25 USS *LST-1030* (LST-1030) and USS *LST-1031* (LST-1031) launched.

July 9 USS *LST-1032* (LST-1032) and USS *LST-1033* (LST-1033) launched.

July 19 Navy acquired parcel of land (0.321 acres) outside of yard between Wapping St. and Henley St. following successful eminent domain proceedings.

July 26 Caisson barges *YC-1147* (YC-1147) and *YC-1148* (YC-1148) completed.

July 29 Construction of USS *Dorado* (SS-526), USS *Comber* (SS-527), USS *Sea Panther* (SS-528), USS *Tiburon* (SS-529), and unnamed SS-537 through SS-544 cancelled.

Aug. 4 USS *LST-1034* (LST-1034) and USS *LST-1035* (LST-1035) launched.

Aug. 5 USS *APL-11* (APL-11) and USS *APL-12* (APL-12) launched.

Aug. 24 USS *LST-1036* (LST-1036) and USS *LST-1037* (LST-1037) launched.

Sept. 5 USS *APL-13* (APL-13) and USS *APL-32* (APL-32) launched.

Oct. 28 Rear Adm. Felix X. Gygax assumed position of Navy Yard Commandant.

Nov. 17 USS *Marlboro* (APB-38) and USS *Mercer* (APB-39) launched.

Nov. 18 USS *APL-33* (APL-33) and USS *APL-34* (APL-34) launched.

Dec. 15 USS *Amberjack* (SS-522), USS *Grampus* (SS-523), USS *Pickerel* (SS-524), and USS *Grenadier* (SS-525) launched.

1945

— New seawall between Piers 5 and Piers 6 and 7 completed.

Jan. 21 USS *Tortuga* (LSD-26) launched.

Mar. 15 USS *Lancetfish* (SS-296) sank at Pier 8 West; salvaged on Mar. 23, 1945, but decommissioned.

Mar. 27 Construction of unnamed destroyers DD-905 to DD-908 cancelled.

Apr. 6 USS *Donner* (LSD-20) launched.

May 6 USS *Benewah* (APB-35) and USS *Nueces* (APB-40) launched.

May 8 V-E Day; end of World War II in Europe.

June 2 USS *Fort Mandan* (LSD-21) launched.

June 9 Covered lighters *YF-891* (YF-891) and *YF-892* (YF-892) launched.

July 10 USS *Colleton* (APB-36) launched.

July 18 USS *Whetstone* (LSD-27) launched.

July 28 USS *Constitution* (IX-21) entered Dry Dock 1 for minor hull repairs; undocked on Aug. 2, 1945.

July 30 USS *Echols* (APB-37) and covered lighter *YF-893* (YF-893) launched.

Aug. 14 V-J Day; end of World War II in the Pacific; Navy Yard workers received a two-day holiday to celebrate the occasion.

Sept. USS *Constitution* (IX-21) reopened to public visitation.

Nov. 30 The Navy instituted the first major reorganization of the shore establishment since the establishment of naval districts in 1903.

Boston Navy Yard redesignated Boston Naval Shipyard; U.S. Naval Dry Docks, South Boston, redesignated as South Boston Annex, Boston Naval Shipyard; Commodore Adrian R. Marron assigned as Shipyard Commander. This reorganization separated command of the yard from that of the First Naval District, although the District Commandant would continue to live in the Commandant's House until 1976.

1946

— The Federal Employees Veterans Association (FEVA) organized under the leadership of leadingman welder Kenneth T. Lyons to represent returning veterans in the federal workforce. FEVA became a national organization in 1947 and was reorganized as the National Association of Government Employees (NAGE) on July 16, 1961.

— Boston Group, Atlantic Reserve (16th) Fleet, established at South Boston to house "mothballed" ships, particularly escort aircraft carriers.

Jan. 7 Construction of USS *LST-1155* (LST-1155) cancelled.

May 28 USS *Cassin Young* (DD-793) decommissioned at San Pedro, Calif.

July 19 USS *LST-1154* (LST-1154) launched.

Oct. 2 Tennis Courts (Structure 236) completed.

Nov. 6 Capt. Wesley McL. Hague assumed position of Shipyard Commander.

Dec. 31 First Shore Station Development Plan issued. This master plan for future development of the Navy Yard would be continually updated over the next quarter century.

The editors of the *Navy Yard News* chose the image above of First Ave. looking towards Gate 1 to capture the sense of peace and relief that people felt on V-J Day. The caption was "The Lonely Street." *BOSTS-13352*

Many workers spent lengthy careers at the Navy Yard. Leadingman Ropemaker Frank B. "Barney" Christensen began work as a "boy" in the Ropewalk at age 16 in 1898. Fifty years later, on Mar. 31, 1948, Shipyard Commander Capt. Wesley McL. Hague honors his half century of service by designating him "Honorary Shipyard Commander" for the day. Looking on are Secretary of the Navy John L. Sullivan and First Naval District Commandant Rear Adm. Morton L. Deyo. *BOSTS-13352*

1947

— Buildings 33A, 205, 209, 211A, and 211C, and a portion of Building 215B demolished.

— Buildings 19A, 27, 64, 65, 66, 67, 68, 71, and 75 at the South Boston Annex demolished.

Jan. U.S. Naval Storehouse, Hingham, Mass., became Hingham Storehouse Dept. of the Navy Yard; department was closed on Sept. 30, 1948. The facility then became the Naval Industrial Reserve Shipyard, under the jurisdiction of the Navy Yard.

June 16 Commandant, 1st Naval District, assumed collateral duty of Commander, Naval Base Boston.

Oct. 31 Chelsea Annex declared surplus by the Navy and turned over to War Assets Administration for disposal.

Nov. Operation of Shipyard Cafeteria transferred from concessionaire to Civilian Cafeteria Board. The Board became part of the Employee Cooperative Association in 1957.

1948

— Ammunition Bunker (Building 272) completed.

— Paint removed from brick walls of Marine Barracks (Quarters I).

Apr. Radio Tower near Ropewalk at 6th St. demolished.

Apr. 1 Headquarters, New England Division, Army Corps of Engineers, moved into Building 21 at the South Boston Annex.

May Conversion of Laundry (Building 10) to Sonar Building, including construction of addition housing sonar test tank, completed.

June 3 Revised pier and bulkhead line, defining waterside boundary of the yard, approved; revision added approximately 7.35 acres to the Navy Yard. Jurisdiction over this area was ceded to the United States by the Massachusetts General Court by act of June 1, 1948.

Summer Extension of Dry Dock 1 completed.

July 8 Transducer Repair Facility for the East Coast established at the Navy Yard.

Dec. 12 Lockwood's Basin declared surplus by the Navy and turned over to War Assets Administration for disposal.

1949

— Buildings 211A and 211C demolished.

— Wooden Band Stand (Structure 260) built at base of Flag Pole on Shipyard Mall.

June Reconstruction of outer portion of Dry Dock 2 completed.

June 18 Rear Adm. R. Morgan Watt, Jr., assumed position of Shipyard Commander.

Dec. 28 Rehabilitation of Flag Pole (Structure 242) completed.

1950

— Reconstruction of Foundry (Building 42C) completed; project incorporated former Flask Yard into structure.

Feb. 27 In conjunction with the opening of the Mystic River Bridge (Mystic-Tobin Bridge), Gate 2 became one-way as an entry to the yard and Gate 1 became one-way as an exit.

Mar. 30 Naval Ammunition Depot Hingham placed in a maintenance status; officially closed in 1961.

Apr. 1 Long Beach Naval Shipyard inactivated; reactivated on Jan. 4, 1951.

June 25 North Korea invaded South Korea, marking start of Korean War.

Aug. Redevelopment of Hoosac Pier adjacent to Navy Yard completed.

Aug. 25 Navy Yard began a three-day celebration of its Sesquicentennial. This anniversary marked the first time the yard had commemorated its founding.

Aug. 25 War Memorial dedicated.

Nov. 27 New Chapel (Building 143) dedicated.

Dec. 7 Capt. Pleasant D. Gold, Jr., assumed position of Shipyard Commander.

1951

— Floating Crane *YD-32* (YD-32), built from components from other cranes, christened.

— Porches on the upper floors of the Marine Barracks (Quarters I) enclosed.

Apr. 27 Port of Boston Authority approved license for the construction of four Dolphins on boundary line between Navy Yard and Hoosac Pier.

The 150th anniversary of the establishment of the Navy Yard was the first time that the yard officially celebrated the anniversary. A number of events were held, both within the yard and at venues such as the Hatch Shell on the Charles River Esplanade. Here, Shipyard Commander Capt. R. Morgan Watt, Jr., crowns Mary Connelly as Miss Sesquicentennial on Aug. 22, 1950. *BOSTS-7544*

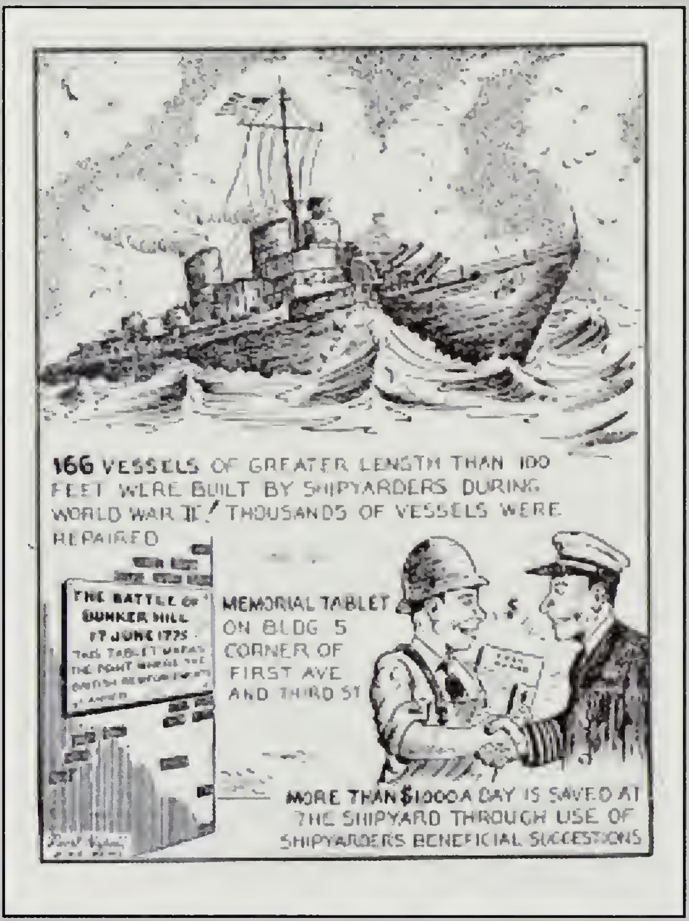
"A.B.C.'s Of B.N.S.": A Gallery

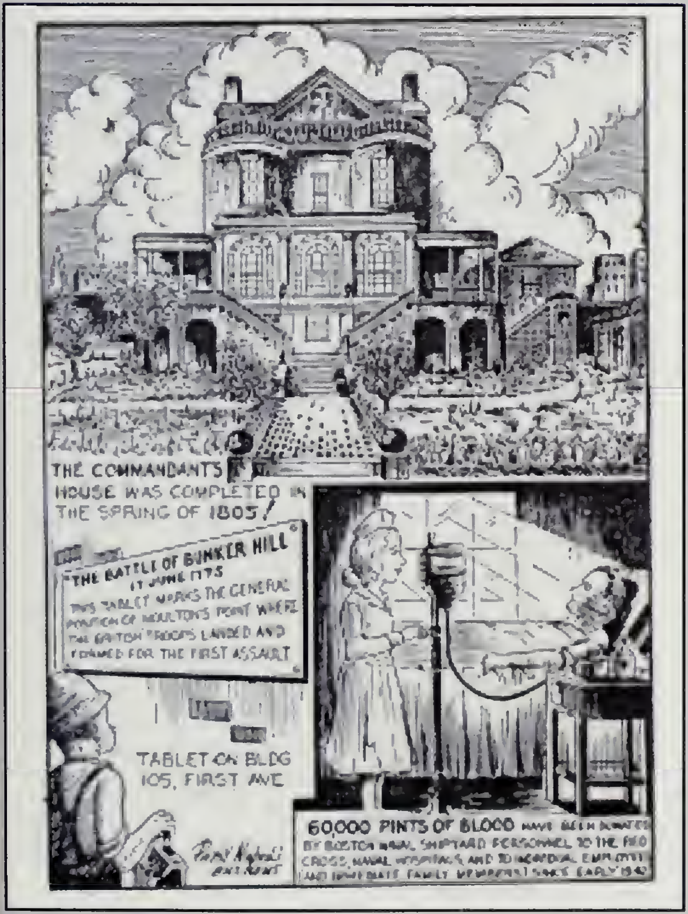
As a part of its celebration of the sesquicentennial of the Boston Naval Shipyard, the *Boston Naval Shipyard News* ran a series of cartoons by shipyard artist Patsy L. Napoli that presented an illustrated capsule history of the yard under the title, "A.B.C.'s of B.N.S." The series ran, with gaps, between January 1950 and May 1951.

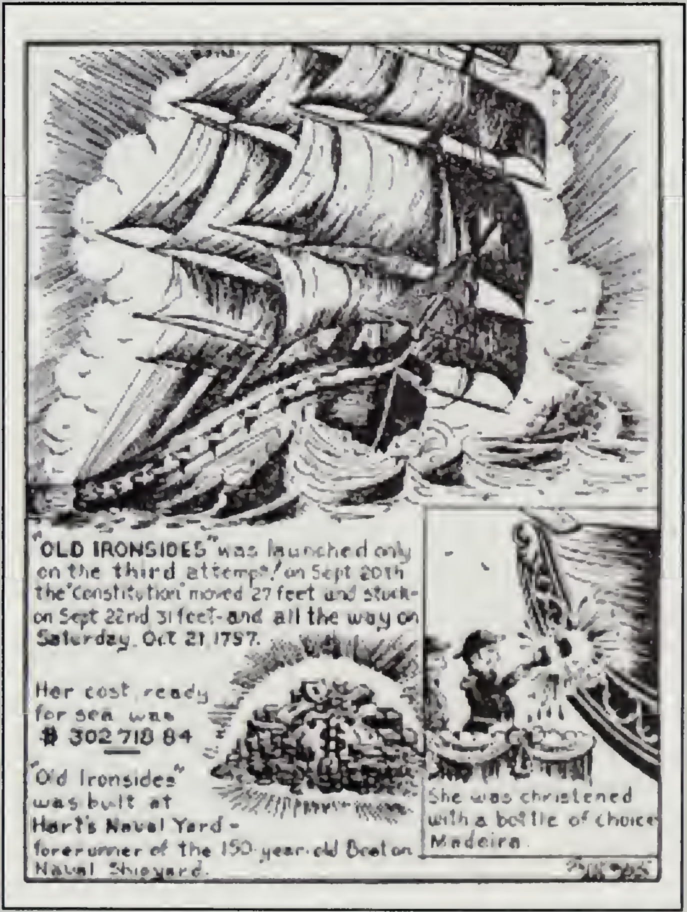
This gallery presents these cartoons in their original publication order. The drawings contained in them were often based on historical prints and photographs in the yard's files. Many of those actual graphics appear elsewhere in this report. With a few exceptions, largely relating to beliefs contained in internal yard histories disproven by later research (such as the claim that shiphouses originated at the Navy Yard) the information is accurate.

This photograph of artist Patsy L. Napoli, who began his career with the *Boston Daily Advertiser* in 1930 and came to the yard in Aug. 1943, shows him at work on his comic strip *The Yardbirds*, a feature that ran in the *Shipyard News* in the 1950s.
Boston Naval Shipyard News, Mar. 23, 1956

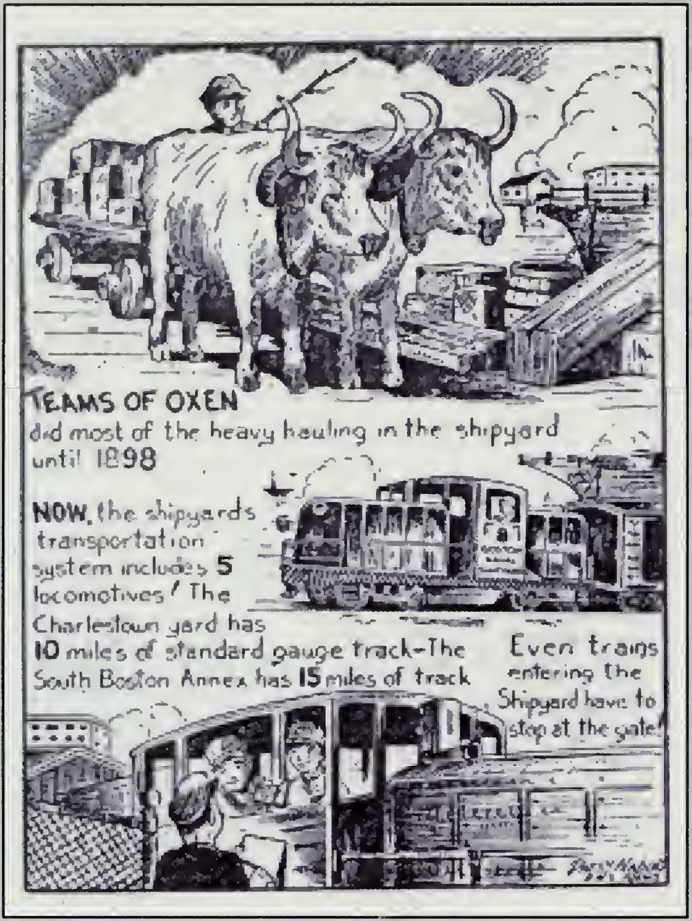
THE BOSTON NAVAL
SHIPYARD NEWS
"THE SHIPYARD THAT'S SERVED THE FLEET SINCE 1800"

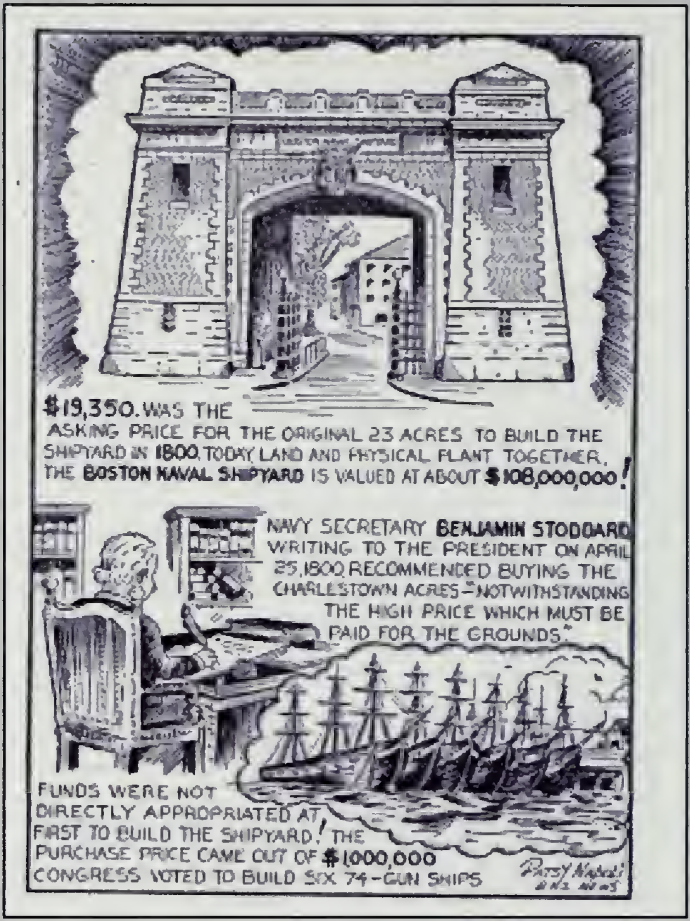

166 VESSELS OF GREATER LENGTH THAN 100 FEET WERE BUILT BY SHIPYARDERS DURING WORLD WAR II! THOUSANDS OF VESSELS WERE REPAIRED
THE BATTLE OF BUNKER HILL 17 JUNE 1775
MEMORIAL TABLET ON BLDG 5 CORNER OF FIRST AVE AND THIRD ST
$
MORE THAN $1000 A DAY IS SAVED AT THE SHIPYARD THROUGH USE OF SHIPYARDERS BENEFICIAL SUGGESTIONS

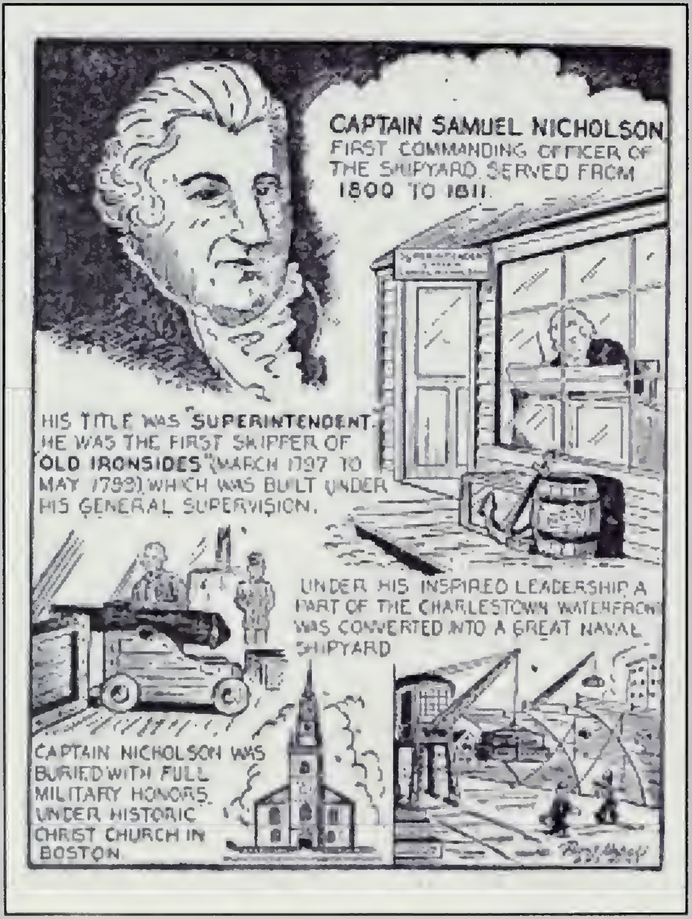

THE COMMANDANTS HOUSE WAS COMPLETED IN THE SPRING OF 1805!
THE BATTLE OF BUNKER HILL
17 JUNE 1775
THIS TABLET MARKS THE GENERAL POSITION OF MOULTON'S POINT WHERE THE BRITISH TROOPS LANDED AND FORMED FOR THE FIRST ASSAULT
TABLET ON BLDG 105, FIRST AVE
60,000 PINTS OF BLOOD HAVE BEEN DONATED BY BOSTON NAVAL SHIPYARD PERSONNEL TO THE RED CROSS, NAVAL HOSPITALS, AND TO INDIVIDUAL EMPLOYEES AND IMMEDIATE FAMILY MEMBERS! SINCE EARLY 1940

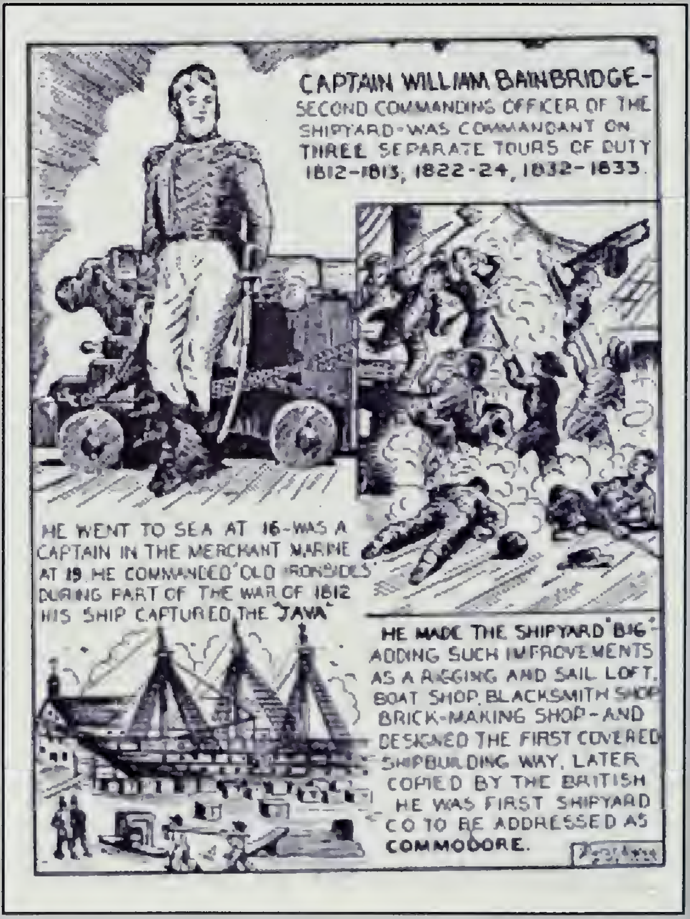

"OLD IRONSIDES" was launched only on the third attempt! on Sept 20th the "Constitution" moved 27 feet and stuck- on Sept 22nd 31 feet- and all the way on Saturday, Oct 21 1797.
Her cost, ready for sea was $ 302 718 84
"Old Ironsides" was built at Hart's Naval Yard - forerunner of the 150-year-old Boston Naval Shipyard.
She was christened with a bottle of choice Madeira.

"A.B.C.'s Of B.N.S.": A Gallery

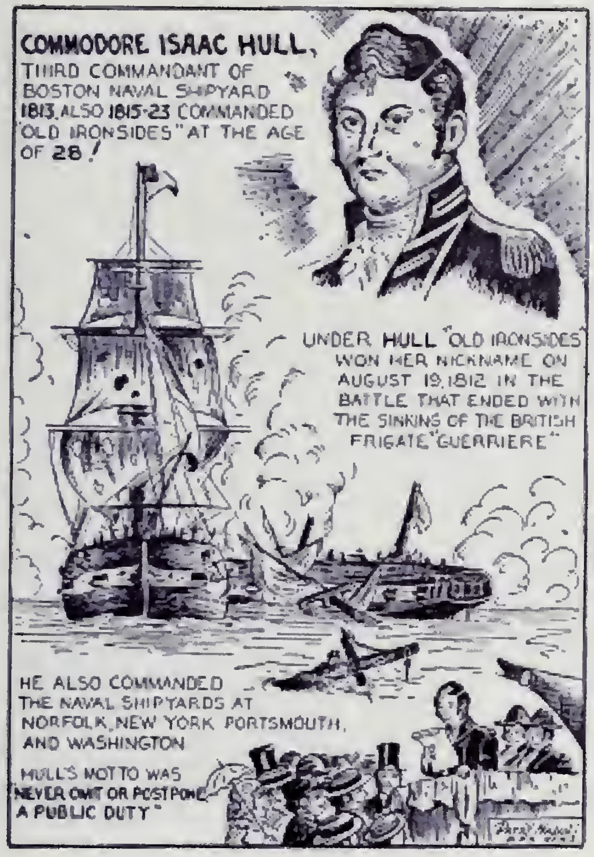

TEAMS OF OXEN
did most of the heavy hauling in the shipyard until 1898
NOW, the shipyards transportation system includes 5 locomotives! The Charlestown yard has 10 miles of standard gauge track-The South Boston Annex has 15 miles of track
Even trains entering the Shipyard have to stop at the gate!

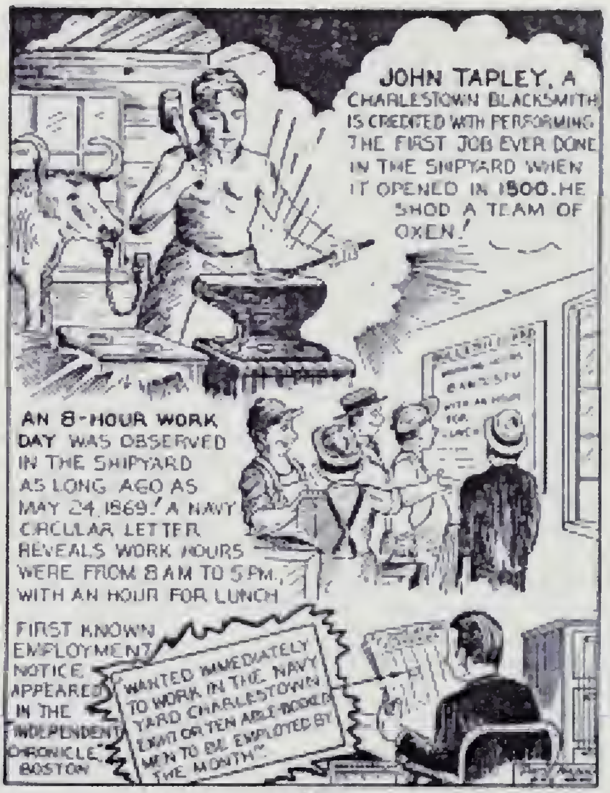

$19,350. WAS THE ASKING PRICE FOR THE ORIGINAL 23 ACRES TO BUILD THE SHIPYARD IN 1800. TODAY LAND AND PHYSICAL PLANT TOGETHER, THE BOSTON NAVAL SHIPYARD IS VALUED AT ABOUT $108,000,000!
NAVY SECRETARY BENJAMIN STODDARD WRITING TO THE PRESIDENT ON APRIL 25, 1800, RECOMMENDED BUYING THE CHARLESTOWN ACRES-"NOTWITHSTANDING THE HIGH PRICE WHICH MUST BE PAID FOR THE GROUNDS."
FUNDS WERE NOT DIRECTLY APPROPRIATED AT FIRST TO BUILD THE SHIPYARD! THE PURCHASE PRICE CAME OUT OF $1,000,000 CONGRESS VOTED TO BUILD SIX 74-GUN SHIPS

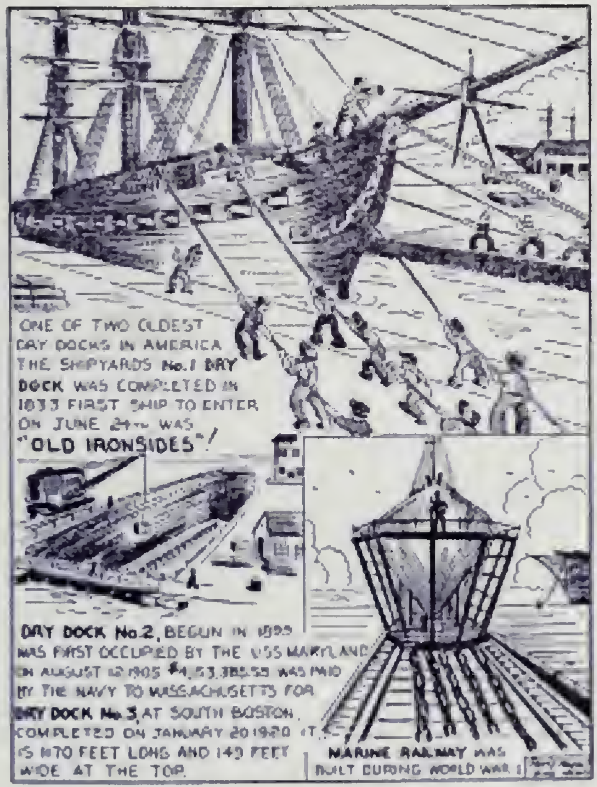

CAPTAIN SAMUEL NICHOLSON
FIRST COMMANDING OFFICER OF THE SHIPYARD. SERVED FROM 1800 TO 1811.
HIS TITLE WAS "SUPERINTENDENT." HE WAS THE FIRST SKIPPER OF "OLD IRONSIDES" (MARCH 1797 TO MAY 1799), WHICH WAS BUILT UNDER HIS GENERAL SUPERVISION.
UNDER HIS INSPIRED LEADERSHIP A PART OF THE CHARLESTOWN WATERFRONT WAS CONVERTED INTO A GREAT NAVAL SHIPYARD
CAPTAIN NICHOLSON WAS BURIED WITH FULL MILITARY HONORS UNDER HISTORIC CHRIST CHURCH IN BOSTON.

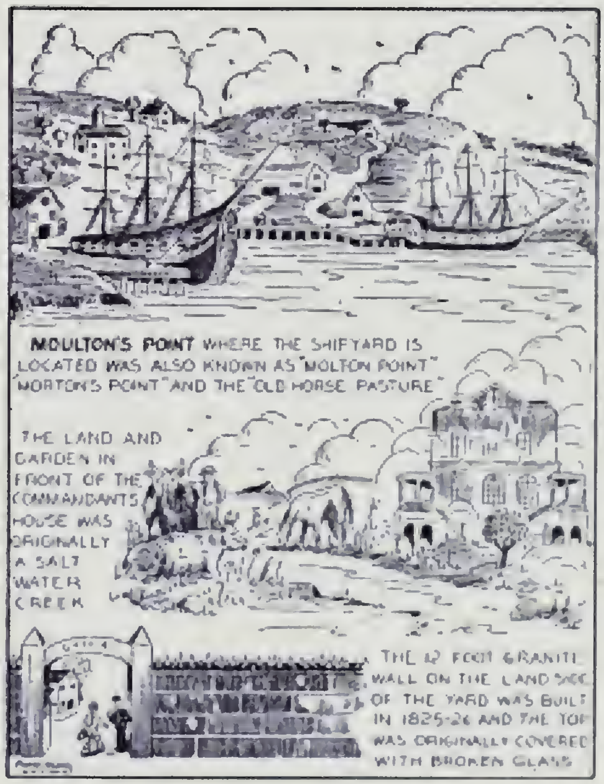

CAPTAIN WILLIAM BAINBRIDGE-
SECOND COMMANDING OFFICER OF THE SHIPYARD-WAS COMMANDANT ON THREE SEPARATE TOURS OF DUTY 1812-1813, 1822-24, 1832-1833.
HE WENT TO SEA AT 16-WAS A CAPTAIN IN THE MERCHANT MARINE AT 19. HE COMMANDED "OLD IRONSIDES" DURING PART OF THE WAR OF 1812. HIS SHIP CAPTURED THE "JAVA"
HE MADE THE SHIPYARD "BIG"- ADDING SUCH IMPROVEMENTS AS A RIGGING AND SAIL LOFT, BOAT SHOP, BLACKSMITH SHOP, BRICK-MAKING SHOP-AND DESIGNED THE FIRST COVERED SHIPBUILDING WAY, LATER COPIED BY THE BRITISH. HE WAS FIRST SHIPYARD C.O. TO BE ADDRESSED AS COMMODORE.

"A.B.C.'s Of B.N.S.": A Gallery

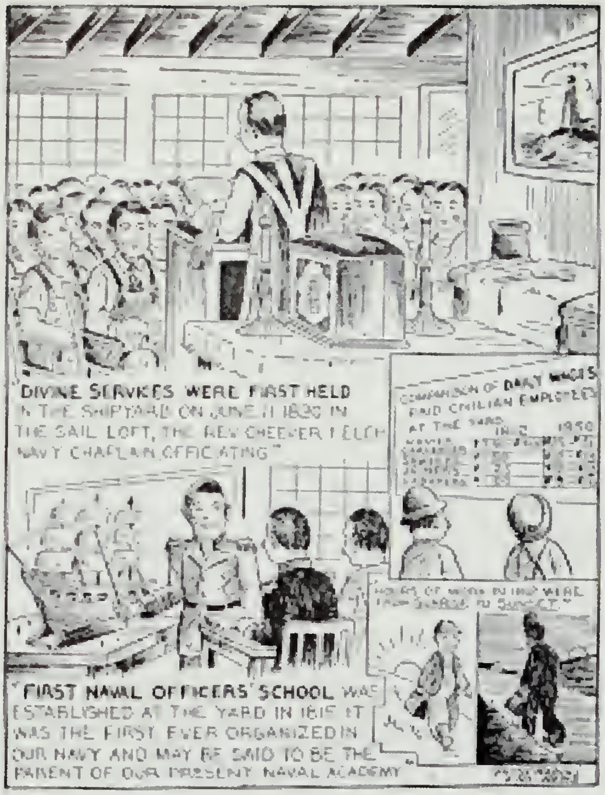

COMMODORE ISAAC HULL,
THIRD COMMANDANT OF BOSTON NAVAL SHIPYARD 1813, ALSO 1815-23 COMMANDED "OLD IRONSIDES" AT THE AGE OF 28!
UNDER HULL "OLD IRONSIDES" WON HER NICKNAME ON AUGUST 19, 1812 IN THE BATTLE THAT ENDED WITH THE SINKING OF THE BRITISH FRIGATE "GUERRIERE"
HE ALSO COMMANDED THE NAVAL SHIPYARDS AT NORFOLK, NEW YORK, PORTSMOUTH, AND WASHINGTON
HULL'S MOTTO WAS "NEVER OMIT OR POSTPONE A PUBLIC DUTY"

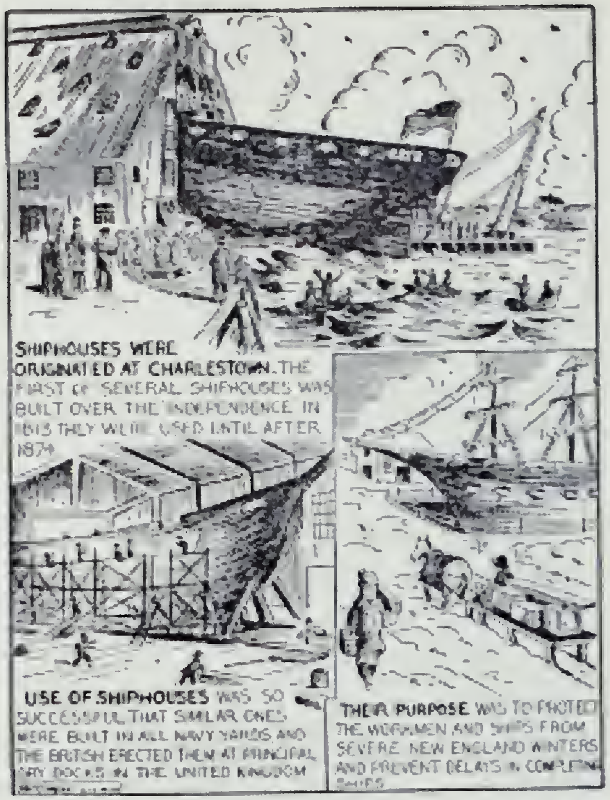

JOHN TAPLEY, A CHARLESTOWN BLACKSMITH IS CREDITED WITH PERFORMING THE FIRST JOB EVER DONE IN THE SHIPYARD WHEN IT OPENED IN 1800. HE SHOD A TEAM OF OXEN!
AN 8-HOUR WORK DAY WAS OBSERVED IN THE SHIPYARD AS LONG AGO AS MAY 24, 1869! A NAVY CIRCULAR LETTER REVEALS WORK HOURS WERE FROM 8 AM TO 5 PM., WITH AN HOUR FOR LUNCH
FIRST KNOWN EMPLOYMENT NOTICE APPEARED IN THE "INDEPENDENT CHRONICLE" BOSTON
"WANTED IMMEDIATELY TO WORK IN THE NAVY YARD CHARLESTOWN EIGHT OR TEN ABLE-BODIED MEN TO BE EMPLOYED BY THE MONTH"

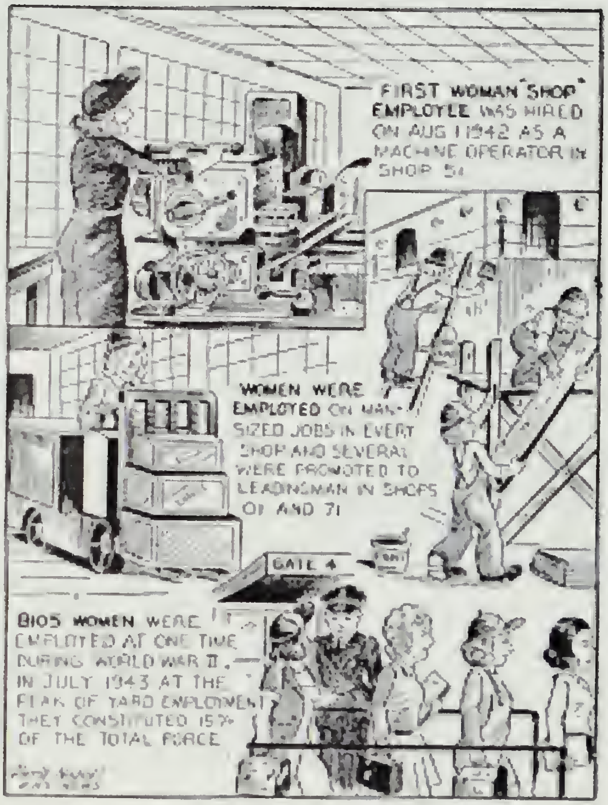

ONE OF TWO OLDEST DRY DOCKS IN AMERICA THE SHIPYARD'S No. 1 DRY DOCK WAS COMPLETED IN 1833 FIRST SHIP TO ENTER ON JUNE 24TH WAS "OLD IRONSIDES"!
DRY DOCK No. 2, BEGUN IN 1899 WAS FIRST OCCUPIED BY THE USS MARYLAND ON AUGUST 12, 1905 $4,153,385.55 WAS PAID BY THE NAVY TO MASSACHUSETTS FOR DRY DOCK No. 3, AT SOUTH BOSTON, COMPLETED ON JANUARY 20, 1920. IT IS 1170 FEET LONG AND 149 FEET WIDE AT THE TOP.
MARINE RAILWAY WAS BUILT DURING WORLD WAR I

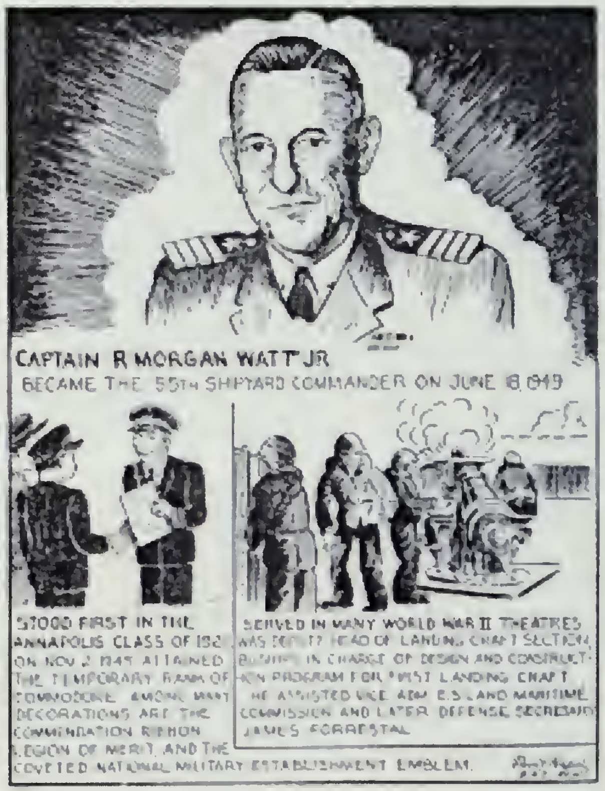

MOULTON'S POINT WHERE THE SHIPYARD IS LOCATED WAS ALSO KNOWN AS "MOLTON POINT" "MORTON'S POINT" AND THE "OLD HORSE PASTURE"
THE LAND AND GARDEN IN FRONT OF THE COMMANDANT'S HOUSE WAS ORIGINALLY A SALT WATER CREEK
THE 12 FOOT GRANITE WALL ON THE LAND SIDE OF THE YARD WAS BUILT IN 1825-26 AND THE TOP WAS ORIGINALLY COVERED WITH BROKEN GLASS

"A.B.C.'s Of B.N.S.": A Gallery

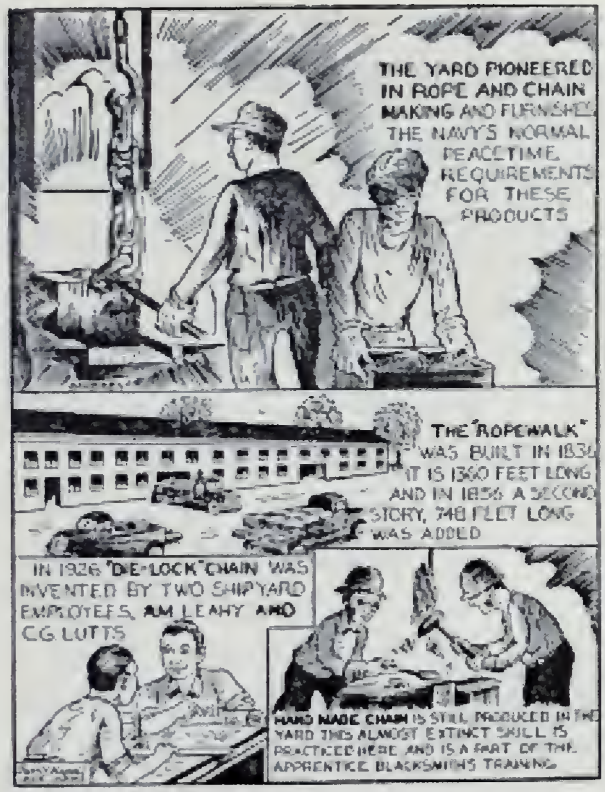

"DIVINE SERVICES WERE FIRST HELD IN THE SHIPYARD ON JUNE 11 1820 IN THE SAIL LOFT, THE REV CHEEVER FELCH NAVY CHAPLAIN OFFICIATING"
COMPARISON OF DAILY WAGES PAID CIVILIAN EMPLOYEES AT THE YARD
1812
1950
HOURS OF WORK IN 1812 WERE FROM SUNRISE TO SUNSET
"FIRST NAVAL OFFICERS' SCHOOL WAS ESTABLISHED AT THE YARD IN 1815 IT WAS THE FIRST EVER ORGANIZED IN OUR NAVY AND MAY BE SAID TO BE THE PARENT OF OUR PRESENT NAVAL ACADEMY"

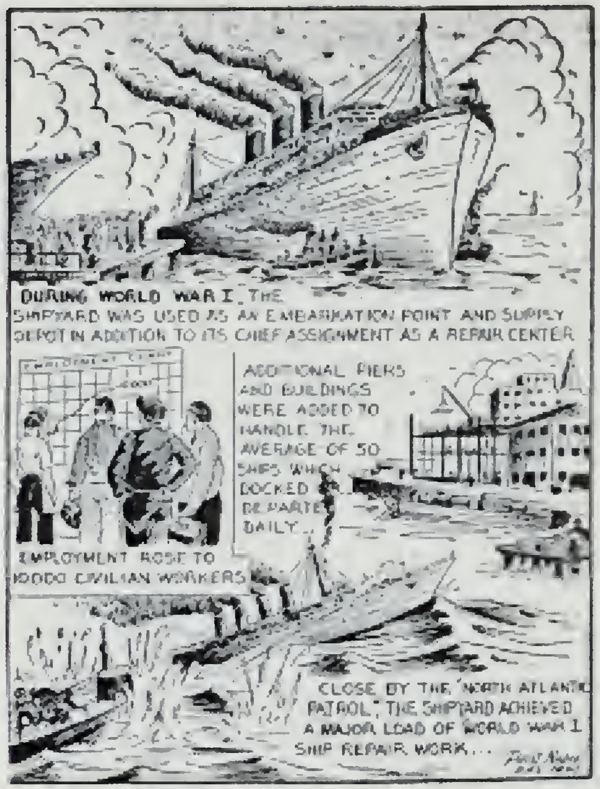

SHIPHOUSES WERE ORIGINATED AT CHARLESTOWN. THE FIRST OF SEVERAL SHIPHOUSES WAS BUILT OVER THE INDEPENDENCE IN 1813 THEY WERE USED UNTIL AFTER 1874
USE OF SHIPHOUSES WAS SO SUCCESSFUL THAT SIMILAR ONES WERE BUILT IN ALL NAVY YARDS AND THE BRITISH ERECTED THEM AT PRINCIPAL DRY DOCKS IN THE UNITED KINGDOM
THEIR PURPOSE WAS TO PROTECT THE WORKMEN AND SHIPS FROM SEVERE NEW ENGLAND WINTERS AND PREVENT DELAYS IN COMPLETING SHIPS

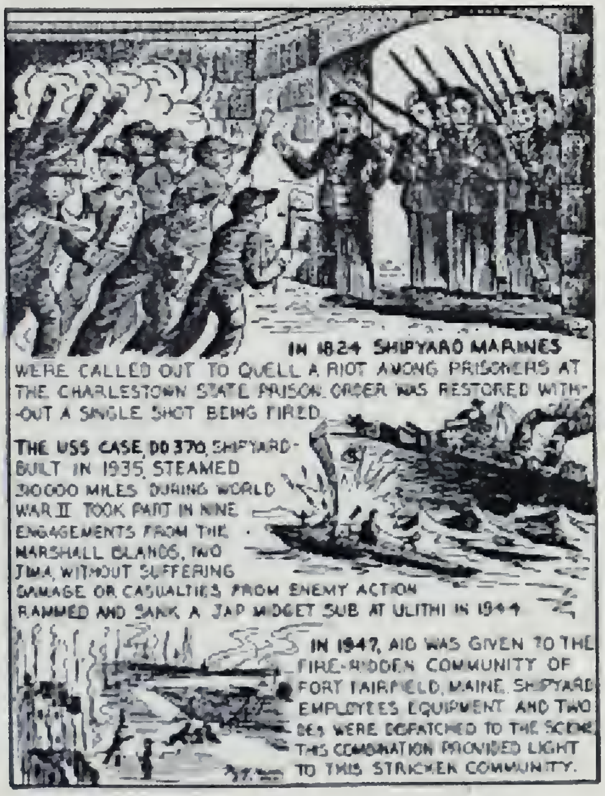

FIRST WOMAN "SHOP" EMPLOYEE WAS HIRED ON AUG 1 1942 AS A MACHINE OPERATOR IN SHOP 51
WOMEN WERE EMPLOYED ON MAN-SIZED JOBS IN EVERY SHOP AND SEVERAL WERE PROMOTED TO LEADINGMAN IN SHOPS 01 AND 71
GATE 4
8105 WOMEN WERE EMPLOYED AT ONE TIME DURING WORLD WAR II. IN JULY 1943 AT THE PEAK OF YARD EMPLOYMENT THEY CONSTITUTED 15% OF THE TOTAL FORCE

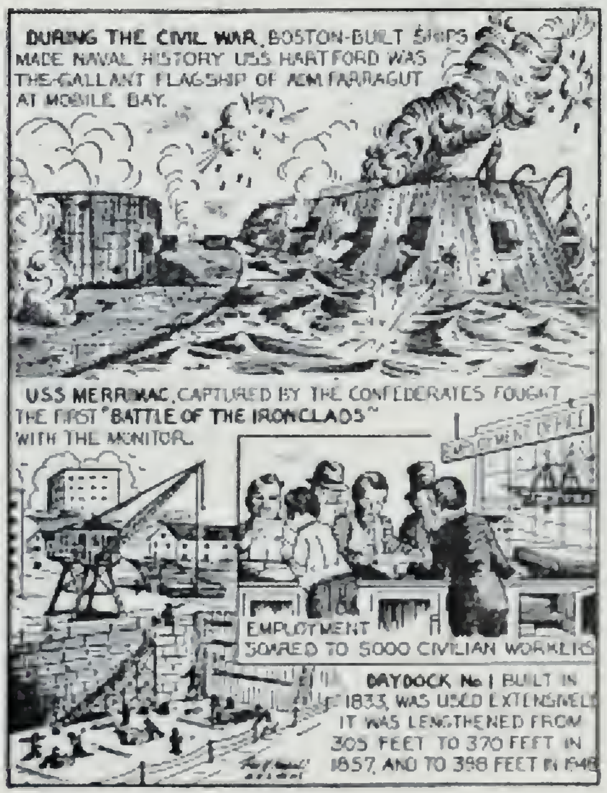

CAPTAIN R MORGAN WATT JR BECAME THE 55TH SHIPYARD COMMANDER ON JUNE 18 1949
STOOD FIRST IN THE ANNAPOLIS CLASS OF 192_ ON NOV 2 1945 ATTAINED THE TEMPORARY RANK OF COMMODORE. AMONG MANY DECORATIONS ARE THE COMMENDATION RIBBON LEGION OF MERIT, AND THE COVETED NATIONAL MILITARY ESTABLISHMENT EMBLEM.
SERVED IN MANY WORLD WAR II THEATRES WAS DEPUTY HEAD OF LANDING CRAFT SECTION BUSHIPS IN CHARGE OF DESIGN AND CONSTRUCTION PROGRAM FOR FIRST LANDING CRAFT. HE ASSISTED VICE ADM E.S. LAND MARITIME COMMISSION AND LATER DEFENSE SECRETARY JAMES FORRESTAL

"A.B.C.'s Of B.N.S.": A Gallery

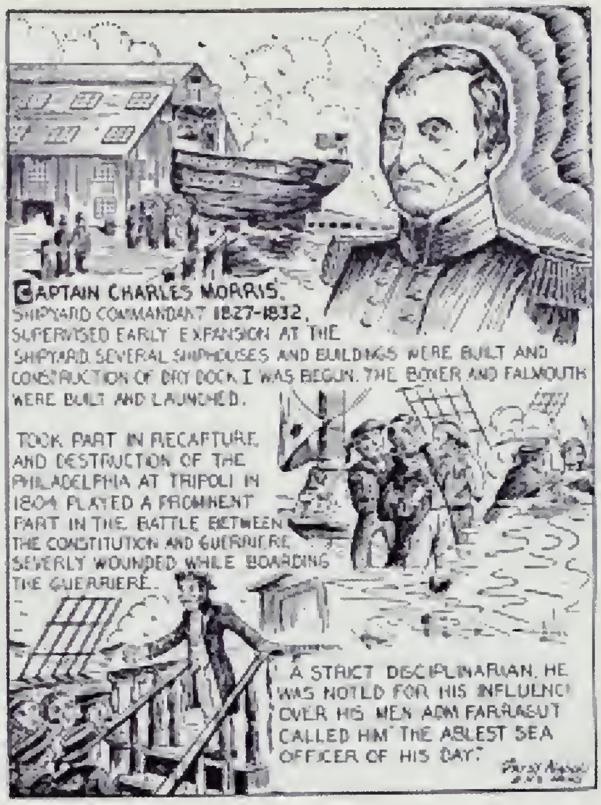

THE YARD PIONEERED IN ROPE AND CHAIN MAKING AND FURNISHED THE NAVY'S NORMAL PEACETIME REQUIREMENTS FOR THESE PRODUCTS
THE "ROPEWALK" WAS BUILT IN 1836 IT IS 1360 FEET LONG AND IN 1856 A SECOND STORY, 748 FEET LONG WAS ADDED
IN 1926 "DIE-LOCK" CHAIN WAS INVENTED BY TWO SHIPYARD EMPLOYEES, A.M. LEAHY AND C.G. LUTTS
HAND MADE CHAIN IS STILL PRODUCED IN THE YARD THIS ALMOST EXTINCT SKILL IS PRACTICED HERE AND IS A PART OF THE APPRENTICE BLACKSMITHS TRAINING

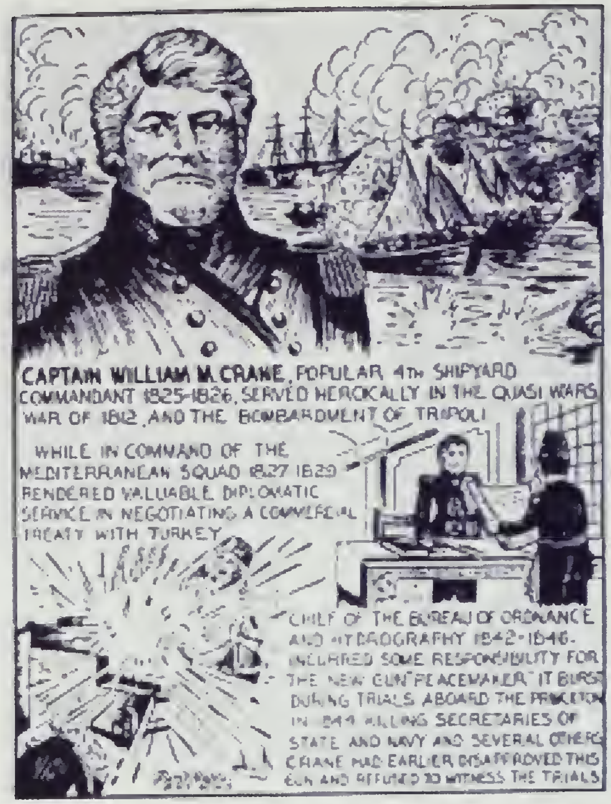

DURING WORLD WAR I, THE SHIPYARD WAS USED AS AN EMBARKATION POINT AND SUPPLY DEPOT IN ADDITION TO ITS CHIEF ASSIGNMENT AS A REPAIR CENTER
ADDITIONAL PIERS AND BUILDINGS WERE ADDED TO HANDLE THE AVERAGE OF 50 SHIPS WHICH DOCKED DEPARTED DAILY...
EMPLOYMENT ROSE TO 10000 CIVILIAN WORKERS
CLOSE BY THE "NORTH ATLANTIC PATROL," THE SHIPYARD ACHIEVED A MAJOR LOAD OF WORLD WAR I SHIP REPAIR WORK...

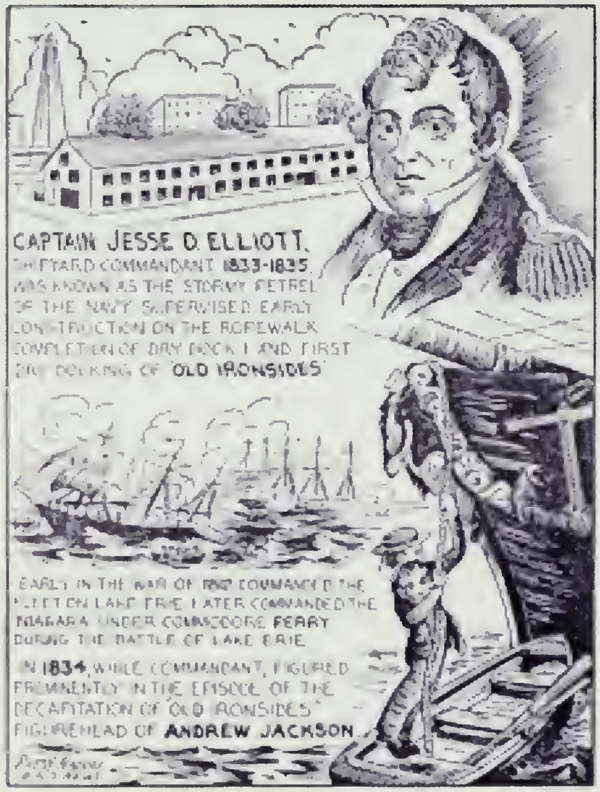

IN 1824 SHIPYARD MARINES WERE CALLED OUT TO QUELL A RIOT AMONG PRISONERS AT THE CHARLESTOWN STATE PRISON. ORDER WAS RESTORED WITHOUT A SINGLE SHOT BEING FIRED
THE USS CASE, DD 370, SHIPYARD-BUILT IN 1935, STEAMED 310000 MILES DURING WORLD WAR II TOOK PART IN NINE ENGAGEMENTS FROM THE MARSHALL ISLANDS, TWO JIMA, WITHOUT SUFFERING DAMAGE OR CASUALTIES FROM ENEMY ACTION RAMMED AND SANK A JAP MIDGET SUB AT ULITHI IN 1944
IN 1947, AID WAS GIVEN TO THE FIRE-RIDDEN COMMUNITY OF FORT FAIRFIELD, MAINE. SHIPYARD EMPLOYEES EQUIPMENT AND TWO DEs WERE DISPATCHED TO THE SCENE. THIS COMBINATION PROVIDED LIGHT TO THIS STRICKEN COMMUNITY.

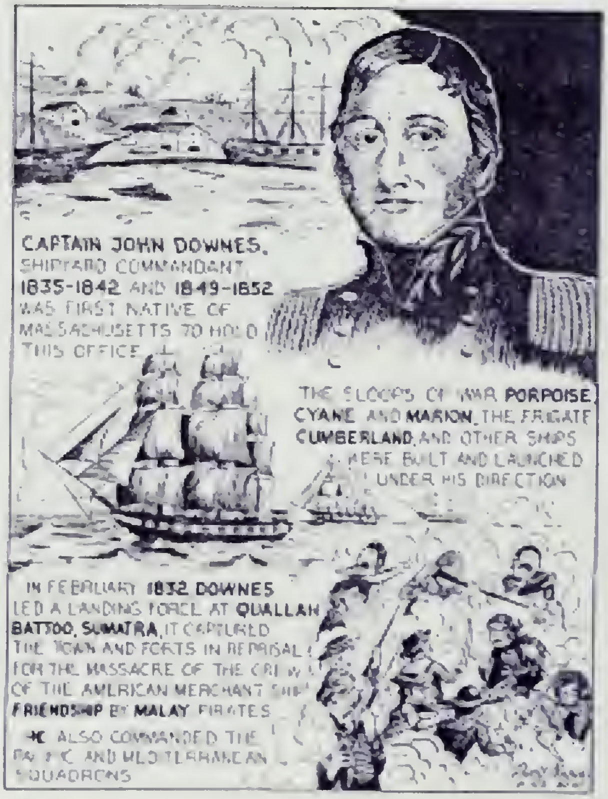

DURING THE CIVIL WAR, BOSTON-BUILT SHIPS MADE NAVAL HISTORY USS HARTFORD WAS THE GALLANT FLAGSHIP OF ADM FARRAGUT AT MOBILE BAY.
USS MERRIMAC, CAPTURED BY THE CONFEDERATES FOUGHT THE FIRST "BATTLE OF THE IRONCLADS" WITH THE MONITOR.
EMPLOYMENT OFFICE
EMPLOYMENT SOARED TO 5000 CIVILIAN WORKERS
DRYDOCK No 1 BUILT IN 1833, WAS USED EXTENSIVELY IT WAS LENGTHENED FROM 305 FEET TO 370 FEET IN 1857, AND TO 398 FEET IN 1948

"A.B.C.'s Of B.N.S.": A Gallery

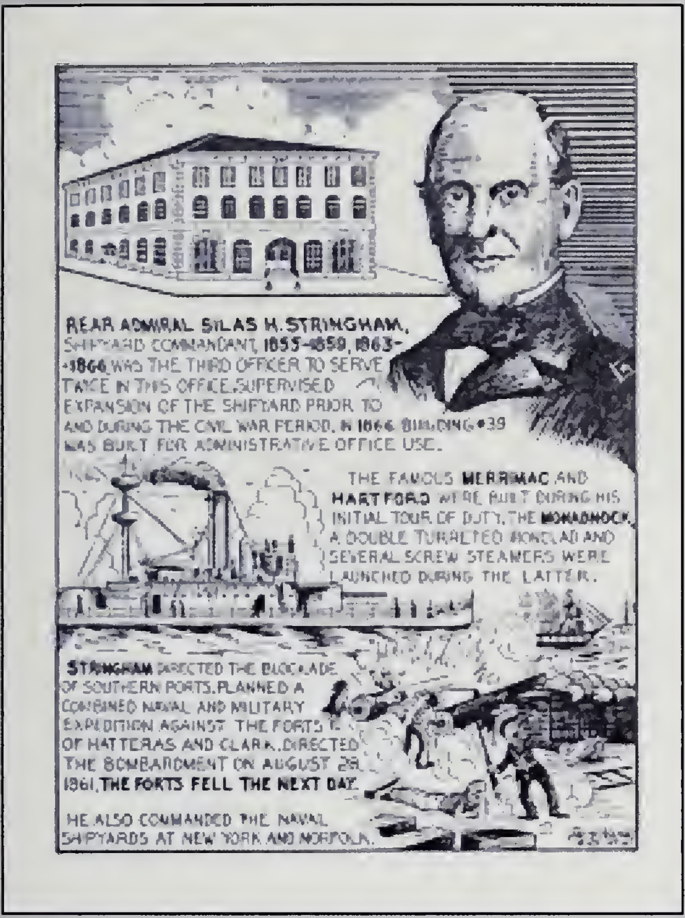

CAPTAIN CHARLES MORRIS.
SHIPYARD COMMANDANT 1827-1832,
SUPERVISED EARLY EXPANSION AT THE SHIPYARD. SEVERAL SHIPHOUSES AND BUILDINGS WERE BUILT AND CONSTRUCTION OF DRY DOCK I WAS BEGUN. THE BOXER AND FALMOUTH WERE BUILT AND LAUNCHED.
TOOK PART IN RECAPTURE AND DESTRUCTION OF THE PHILADELPHIA AT TRIPOLI IN 1804 PLAYED A PROMINENT PART IN THE BATTLE BETWEEN THE CONSTITUTION AND GUERRIERE SEVERLY WOUNDED WHILE BOARDING THE GUERRIERE.
A STRICT DISCIPLINARIAN, HE WAS NOTED FOR HIS INFLUENCE OVER HIS MEN ADM FARRAGUT CALLED HIM "THE ABLEST SEA OFFICER OF HIS DAY."

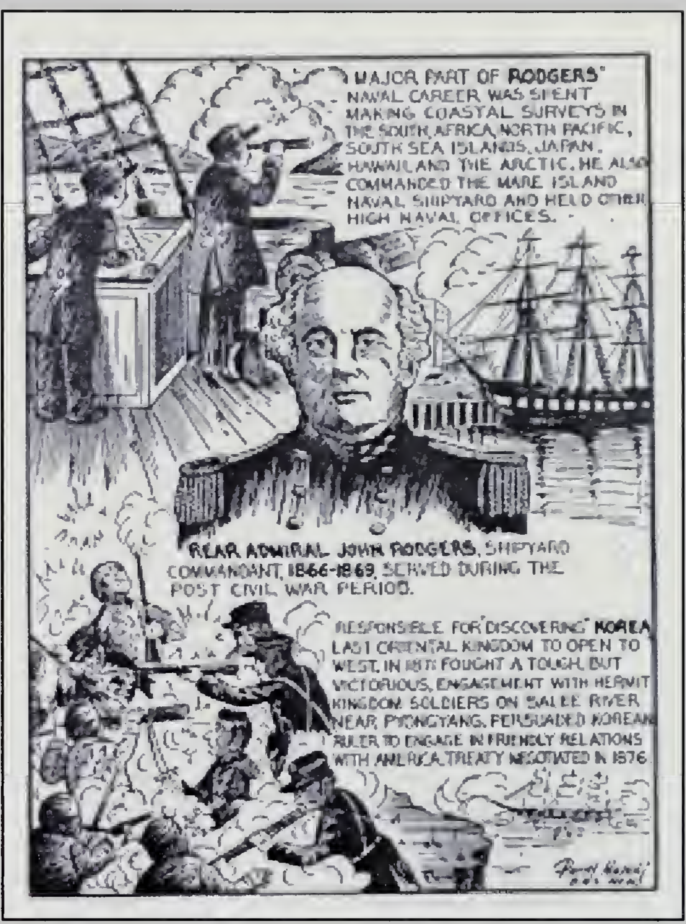

CAPTAIN WILLIAM M. CRANE, POPULAR 4TH SHIPYARD COMMANDANT 1825-1826, SERVED HEROICALLY IN THE QUASI WARS WAR OF 1812, AND THE BOMBARDMENT OF TRIPOLI
WHILE IN COMMAND OF THE MEDITERRANEAN SQUAD 1827 1829 RENDERED VALUABLE DIPLOMATIC SERVICE IN NEGOTIATING A COMMERCIAL TREATY WITH TURKEY
CHIEF OF THE BUREAU OF ORDNANCE AND HYDROGRAPHY 1842-1846. INCURRED SOME RESPONSIBILITY FOR THE NEW GUN "PEACEMAKER" IT BURST DURING TRIALS ABOARD THE PRINCETON IN 1844 KILLING SECRETARIES OF STATE AND NAVY AND SEVERAL OTHERS CRANE HAD EARLIER DISAPPROVED THIS GUN AND REFUSED TO WITNESS THE TRIALS

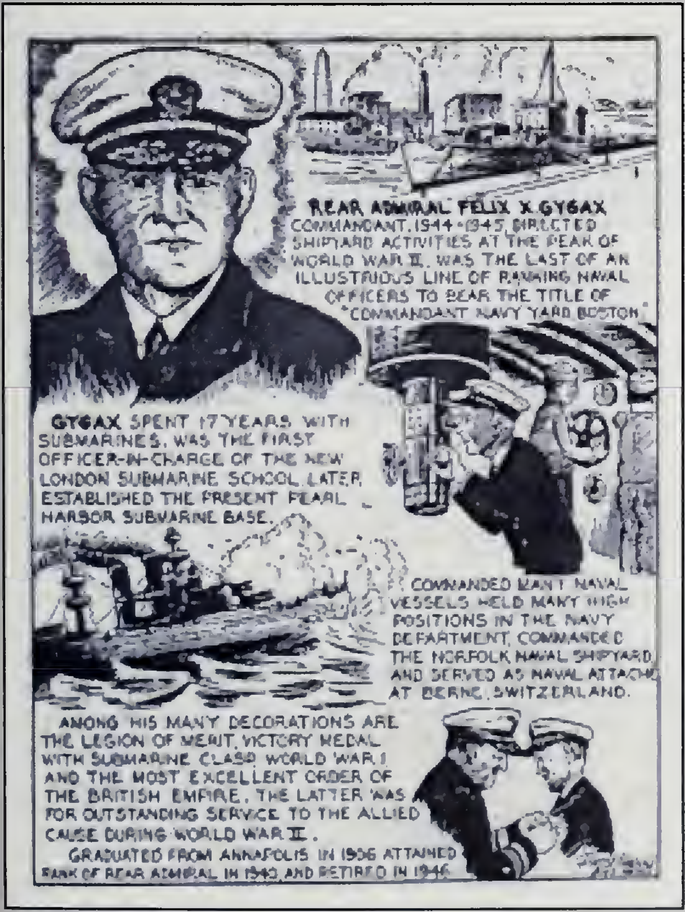

CAPTAIN JESSE D. ELLIOTT.
SHIPYARD COMMANDANT 1833-1835. WAS KNOWN AS THE STORMY PETREL OF THE NAVY SUPERVISED EARLY CONSTRUCTION ON THE ROPEWALK COMPLETION OF DRY DOCK I AND FIRST DRY DOCKING OF "OLD IRONSIDES"
EARLY IN THE WAR OF 1812 COMMANDED THE FLEET ON LAKE ERIE LATER COMMANDED THE NIAGARA UNDER COMMODORE PERRY DURING THE BATTLE OF LAKE ERIE
IN 1834, WHILE COMMANDANT, FIGURED PROMINENTLY IN THE EPISODE OF THE DECAPITATION OF "OLD IRONSIDES" FIGUREHEAD OF ANDREW JACKSON.

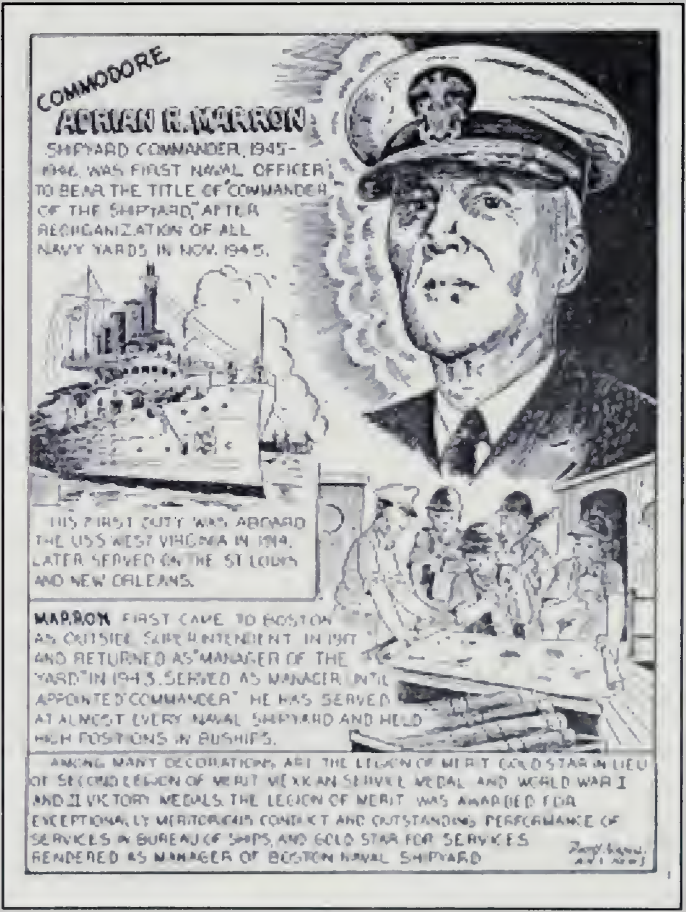

CAPTAIN JOHN DOWNES.
SHIPYARD COMMANDANT 1835-1842 AND 1849-1852 WAS FIRST NATIVE OF MASSACHUSETTS TO HOLD THIS OFFICE
THE SLOOPS OF WAR PORPOISE CYANE AND MARION, THE FRIGATE CUMBERLAND, AND OTHER SHIPS WERE BUILT AND LAUNCHED UNDER HIS DIRECTION
IN FEBRUARY 1832 DOWNES LED A LANDING FORCE AT QUALLAH BATTOO, SUMATRA, IT CAPTURED THE TOWN AND FORTS IN REPRISAL FOR THE MASSACRE OF THE CREW OF THE AMERICAN MERCHANT SHIP FRIENDSHIP BY MALAY PIRATES
HE ALSO COMMANDED THE PACIFIC AND MEDITERRANEAN SQUADRONS

"A.B.C.'s Of B.N.S.": A Gallery


REAR ADMIRAL SILAS H. STRINGHAM, SHIPYARD COMMANDANT, 1855-1859, 1863-1866, WAS THE THIRD OFFICER TO SERVE TWICE IN THIS OFFICE. SUPERVISED EXPANSION OF THE SHIPYARD PRIOR TO AND DURING THE CIVIL WAR PERIOD. IN 1866 BUILDING #39 WAS BUILT FOR ADMINISTRATIVE OFFICE USE.
THE FAMOUS MERRIMAC AND HARTFORD WERE BUILT DURING HIS INITIAL TOUR OF DUTY. THE MONADNOCK, A DOUBLE TURRETED IRONCLAD AND SEVERAL SCREW STEAMERS WERE LAUNCHED DURING THE LATTER.
STRINGHAM DIRECTED THE BLOCKADE OF SOUTHERN PORTS. PLANNED A COMBINED NAVAL AND MILITARY EXPEDITION AGAINST THE FORTS OF HATTERAS AND CLARK. DIRECTED THE BOMBARDMENT ON AUGUST 28, 1861. THE FORTS FELL THE NEXT DAY.
HE ALSO COMMANDED THE NAVAL SHIPYARDS AT NEW YORK AND NORFOLK.


MAJOR PART OF RODGERS' NAVAL CAREER WAS SPENT MAKING COASTAL SURVEYS IN THE SOUTH AFRICA, NORTH PACIFIC, SOUTH SEA ISLANDS, JAPAN, HAWAII, AND THE ARCTIC. HE ALSO COMMANDED THE MARE ISLAND NAVAL SHIPYARD AND HELD OTHER HIGH NAVAL OFFICES.
REAR ADMIRAL JOHN RODGERS, SHIPYARD COMMANDANT, 1866-1869, SERVED DURING THE POST CIVIL WAR PERIOD.
RESPONSIBLE FOR "DISCOVERING" KOREA LAST ORIENTAL KINGDOM TO OPEN TO WEST. IN 1871 FOUGHT A TOUGH, BUT VICTORIOUS, ENGAGEMENT WITH HERMIT KINGDOM SOLDIERS ON SALEE RIVER NEAR PYONGYANG. PERSUADED KOREAN RULER TO ENGAGE IN FRIENDLY RELATIONS WITH AMERICA. TREATY NEGOTIATED IN 1876.


REAR ADMIRAL FELIX X. GYGAX COMMANDANT, 1944-1945, DIRECTED SHIPYARD ACTIVITIES AT THE PEAK OF WORLD WAR II. WAS THE LAST OF AN ILLUSTRIOUS LINE OF RANKING NAVAL OFFICERS TO BEAR THE TITLE OF "COMMANDANT NAVY YARD BOSTON"
GYGAX SPENT 17 YEARS WITH SUBMARINES. WAS THE FIRST OFFICER-IN-CHARGE OF THE NEW LONDON SUBMARINE SCHOOL. LATER ESTABLISHED THE PRESENT PEARL HARBOR SUBMARINE BASE.
COMMANDED MANY NAVAL VESSELS HELD MANY HIGH POSITIONS IN THE NAVY DEPARTMENT, COMMANDED THE NORFOLK NAVAL SHIPYARD, AND SERVED AS NAVAL ATTACHE AT BERNE, SWITZERLAND.
AMONG HIS MANY DECORATIONS ARE THE LEGION OF MERIT, VICTORY MEDAL WITH SUBMARINE CLASP WORLD WAR I AND THE MOST EXCELLENT ORDER OF THE BRITISH EMPIRE. THE LATTER WAS FOR OUTSTANDING SERVICE TO THE ALLIED CAUSE DURING WORLD WAR II.
GRADUATED FROM ANNAPOLIS IN 1906 ATTAINED RANK OF REAR ADMIRAL IN 1940 AND RETIRED IN 1946.


COMMODORE
ADRIAN R. MARRON
SHIPYARD COMMANDER, 1945-1946, WAS FIRST NAVAL OFFICER TO BEAR THE TITLE OF "COMMANDER OF THE SHIPYARD," AFTER REORGANIZATION OF ALL NAVY YARDS IN NOV. 1945.
HIS FIRST DUTY WAS ABOARD THE USS WEST VIRGINIA IN 1914. LATER SERVED ON THE ST LOUIS AND NEW ORLEANS.
MARRON FIRST CAME TO BOSTON AS OUTSIDE SUPERINTENDENT IN 1917 AND RETURNED AS "MANAGER OF THE YARD" IN 1943. SERVED AS MANAGER UNTIL APPOINTED "COMMANDER." HE HAS SERVED AT ALMOST EVERY NAVAL SHIPYARD AND HELD HIGH POSITIONS IN BUSHIPS.
AMONG MANY DECORATIONS ARE THE LEGION OF MERIT, GOLD STAR IN LIEU OF SECOND LEGION OF MERIT, MEXICAN SERVICE MEDAL AND WORLD WAR I AND II VICTORY MEDALS. THE LEGION OF MERIT WAS AWARDED FOR EXCEPTIONALLY MERITORIOUS CONDUCT AND OUTSTANDING PERFORMANCE OF SERVICES IN BUREAU OF SHIPS, AND GOLD STAR FOR SERVICES RENDERED AS MANAGER OF BOSTON NAVAL SHIPYARD

One of the duties of the Shipyard Commander was the presentation of a variety of awards to employees. Here, in Feb. 1954 Capt. Pleasant D. Gold, Jr. (1902-1965), presents Supervisory Planner & Estimator John H. Nolan with an award for a beneficial suggestion that saved the Navy $561,000. Looking on are Nolan's wife Helen (center) and daughters Phyllis (left) and Jean (right). *BOSTS-7569*

June 4 Navy Yard started conversion of USS *Picking* (DD-685), lead ship in SCB-74A modernization program for *Fletcher*-class destroyers.

June 25 Contract awarded for erection of Light Towers 238 to 240 along west side of Dry Dock 2.

Sept. 7 USS *Cassin Young* (DD-793) recommissioned at San Diego, Calif.

Sept. 28 Congress authorized improvements to Power Plant (Building 108).

Oct. New Truck Scale (Structure 235) installed on First Ave. at Scale House (Building 19).

Nov. 5 National Shawmut Bank opened in Building 32.

1952

— Shed addition at north end of Building 10 completed; shed had formerly been independent temporary structure.

— New dewatering pumps installed at Dry Dock 5.

Apr. 17 Congress authorized abandonment of Chelsea St. access to Building 204 in exchange for provision of substitute facilities by the Mystic River Bridge Authority.

June 30 Employment reached post-World War II peak of 13,600.

July 14 Congress authorized expansion of Electronics and Electrical Shop (Building 197).

Aug. 26 Navy acquired parcel of land (0.163 acres) between Building 204 and Mystic River Bridge (Mystic-Tobin Bridge) from Mystic River Bridge Authority; land was required to allow construction of access to Building 204 following closure of Chelsea St. for the construction of the Central Artery connection to the Mystic River Bridge.

Sept. 5 USS *Cassin Young* (DD-793) entered Navy Yard for SCB-74A modernization; completed on Jan. 6, 1953.

1953

Mar. 2 Ferry service between Charlestown and the South Boston Annex instituted, using *YFB-81* (YFB-81), the former yacht *Amada*.

July 27 Armistice ending Korean War signed.

Oct. 16 Five shipyard employees were among the 37 killed in an explosion and fire on board USS *Leyte* (CVS-32) which was undergoing conversion at the South Boston Annex.

Nov. 2 Eight longshoremen were killed in an explosion in the hold of MV *Black Falcon* at Berth F of the Boston Army Base.

1954

— Additions to Buildings 108 and 197 completed.

— Chain Forge upgraded to permit production of larger chain (4¾-inch) for *Forrestal*-class aircraft carriers.

Feb. 26 Rear Adm. Philip W. Snyder assumed position of Shipyard Commander.

July 1 Navy Yard started work to complete USS *Wagner* (DER-539) and USS *Vandivier* (DER-540), whose construction had been suspended at the end of World War II, as radar picket escorts (SCB-46A).

July 6 Construction of addition to Building 120 for Dental Department begun by Arielli Construction Co.; completed in Jan. 1955.

July 23 Legislation authorizing restoration of USS *Constitution* (IX-21) and permanent berthing in Boston signed.

July 27 Congress authorized repairs to and lease of portions of Boston Army Base to Port of Boston Commission.

Aug. 31 Hurricane Carol caused extensive damage to buildings at both Charlestown and South Boston and nearly capsizes the escort carrier *Nehenta Bay* (CVE-74), berthed at the Naval Operating Base in East Boston.

1955

— Quarters A and Building 202 demolished.

— "K" Street Annex declared surplus to shipyard needs.

Jan. New aboveground Steam Distribution System at South Boston Annex completed.

On Oct. 16, 1953, at 3:15 p.m., while under conversion to an antisubmarine warfare carrier alongside the West Jetty at the South Boston Annex, USS *Leyte* (CVS-32) suffered an explosion in her port catapult machinery room. After a hard fight by both yard and city firefighters, the fire was extinguished at 7:57 p.m. As a result of the fire, 37 men died and 28 were injured. Here, in this Associated Press photograph clipped from the *Christian Science Monitor* by the yard's public affairs staff, ambulances and other emergency vehicles are seen alongside the vessel. Interestingly, other than a list of the five shipyard employees killed, the yard's internal newspaper made no mention of the explosion. *BOSTS-13344*

Shipyard Commanders: The Final 20 Years

Rear Adm. Philip W. Snyder
BOSTS-7325

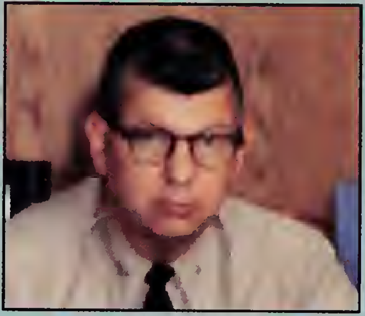
Rear Adm. William E. Howard, Jr.
BOSTS-7167

Capt. Fred L. Ruhlman
BOSTS-7306

Rear Adm. William A. Brockett
BOSTS-7038

Rear Adm. Frank C. Jones
BOSTS-7182

Rear Adm. Stuart C. Jones
BOSTS-7184


Rear Adm. Robert C. Gooding
BOSTS-9382

Rear Adm. Raymond W. Burk
BOSTS-7042

Capt. Russel L. Arthur
BOSTS-7009

June 27 Rear Adm. William E. Howard, Jr., assumed position of Shipyard Commander.

July 15 Congress authorized replacement of Piers 4, 6, and 11.

Aug. 24 Conversion of USS *Gyatt* (DD-712) to prototype guided-missile destroyer (DDG-712, later DDG-1) assigned to Navy Yard; completed on Mar. 8, 1957.

Sept. Curtain gates and new entrance and parking area for USS *Constitution* between Building 4 and Hoosac Stores completed; designation 1st St. replaced on yard maps by "Parking Area."

1956

Mar. 26 The Army entered into a lease with the Port of Boston Commission for use of portions of the Boston Army Base.

July 23 Conversion of USS *Providence* (CL-82) to guided-missile cruiser (CLG-6) assigned to Navy Yard; completed on Dec. 31, 1959.

Aug. 3 Congress authorized replacement of Pier 7.

Sept. 5 USS *Suffolk County* (LST-1173) launched; last warship built by the Navy Yard.

Oct. 28 Production of die-lock chain in the Forge Shop featured in live broadcast of CBS-TV children's program *Let's Take A Trip*; broadcast not carried by local CBS affiliate.

Dec. Reconstruction of Pier 11 to accommodate aircraft carriers completed; project included installation of portal crane tracks along new length of pier.

1957

Mar. 4 USS *Constitution* (IX-21) entered Dry Dock 1 for minor hull repairs.

June 12 USS *Cassin Young* (DD-793) entered Navy Yard for overhaul; completed on Sept. 12, 1957.

Aug. Reconstruction of Piers 4 and 6 completed; portal crane tracks extended from Dry Dock 2 to connect with existing tracks on Pier 5 and new tracks on Piers 4 and 6.

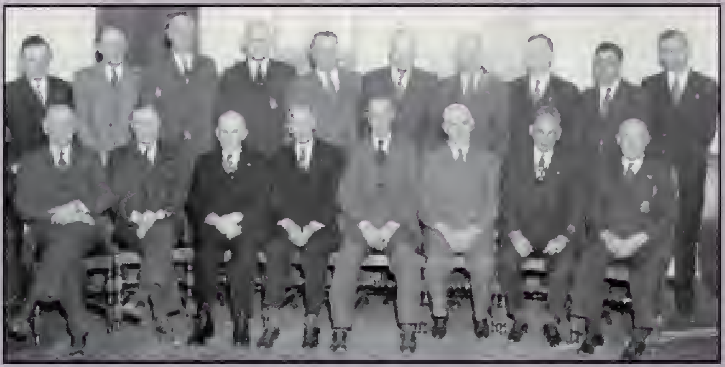
Nov. 26 Conversion of USS *Albany* (CA-123) to guided-missile cruiser (CG-10) assigned to Navy Yard; completed on Nov. 3, 1962.

Dec. 21 Boston Naval Shipyard Employee Cooperative Association established.

The Navy Yard Community: A Gallery

THE CHARLESTOWN NAVY YARD was more than either a military installation or an industrial plant. It was a community, both for the naval personnel assigned to the yard and its civilian workforce. Whether in small groups within individual shops or as part of yardwide professional and social organizations, workers associated with each other outside of their official duties.

This gallery provides images of employees—and their families—sharing in extra-curricular activities. From its birth in the mid-1930s, the shipyard's internal newspaper provided extensive coverage of such events and promoted causes such as charitable giving and blood donation.



One of the most active professional groups within the shipyard was the Master Mechanics & Foreman's Association. This group portrait was taken on Dec. 15, 1944. In the front row, left to right, are R.W. Buckmaster, Outside Machine; J. Hickey, Moldor [*sic*]; T. McQueeny, Dockmaster; R. Kneeland, Power House; C. Schofield, Shipfitter; C. Donahue, Electrician; E. Blyth, Plumber; T. Kaes, Ropemaker. In the second row, left to right, are F. Simon, Sheet Metal Worker; C. Duke, Painter; A. Leahy, Forge; A. Anderson, Inside Machine; J. Potts, Public Works; T. Foulkes, Riggers; T. Murray, Woodworker; G. Ruby, Patternmaker; R. Dragone, Transportation; and F. Sullivan, Boilermaker. *BOSTS-7418*

Sports were an important part of employee activities. This image shows the yard's 1906 baseball team. From left to right are Bernard O'Hayre, George Augherton, Larry Chase, Scott Whicher, Robert J. Murphy (back), Frank V. Manning, Frank Collins, Walter Murphy, and Harry J. Phelps. *BOSTS-7415*

The community spirit of yard workers was exemplified by their participation in charitable campaigns. Here, Swedish starlet Marta Toren presents feathers to George C. Tegan and Francis Repetto for their contributions to the annual Red Feather Campaign (the local precursor to the United Fund) on Oct. 31, 1950. *BOSTS-7510*

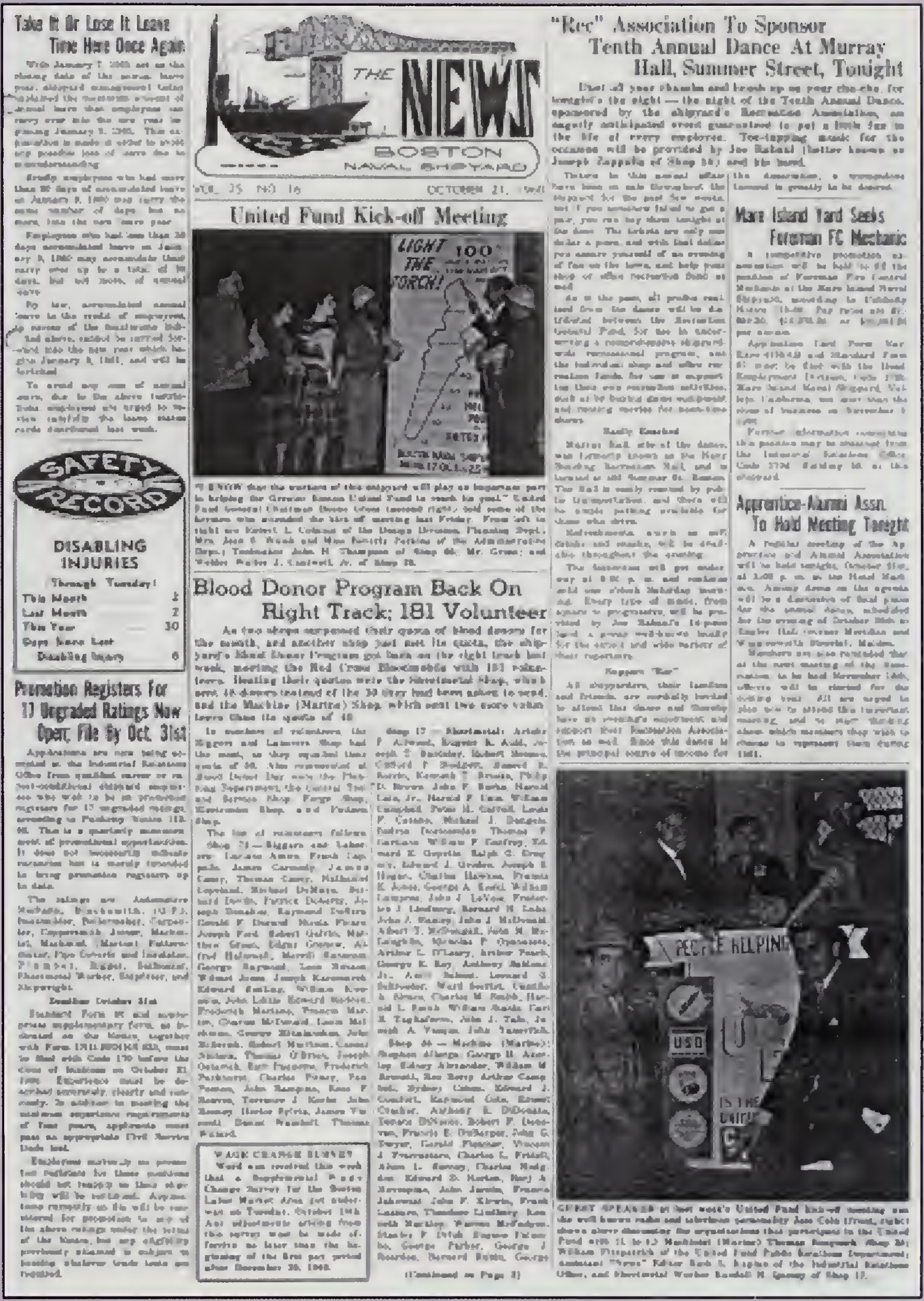
Many social activities for yard employees involved their families. Here, children of Supply Dept. workers pose for a group picture during the department's Dec. 1957 Christmas party. *BOSTS-7499*

Individual shops often had their own informal organizations which sponsored social activities for their members. Here, the women of the Structural Shop attend an Easter party during World War II. *BOSTS-7412*

The Navy Yard Community: A Gallery

The *Boston Naval Shipyard News* served the shipyard community, keeping employees informed of major yard activities and official policies. Whether recognizing those rewarded for their extraordinary contributions or providing news of personal accomplishments outside of the job, the vast majority of its stories, however, related to yard workers. The *News* also served as the primary means of promoting causes such as safety, charitable giving, and blood donation. The Oct. 21, 1960, issue is typical in this respect. The lead story promotes a dance being held by the Recreation Association, while other articles note the kickoff of the annual United Fund campaign and the blood donation program as well as providing statistics on disabling injuries.

BOSTS-13352



THE NEWS
BOSTON NAVAL SHIPYARD

OCTOBER 21,

Take It Or Lose It Leave Time Here Once Again

United Fund Kick-off Meeting

"Rec" Association To Sponsor Tenth Annual Dance At Murray Hall, Summer Street, Tonight

Mare Island Yard Seeks Foreman FC Mechanic

Apprentice-Alumni Assn. To Hold Meeting Tonight

SAFETY RECORD

DISABLING INJURIES

Through Tuesday

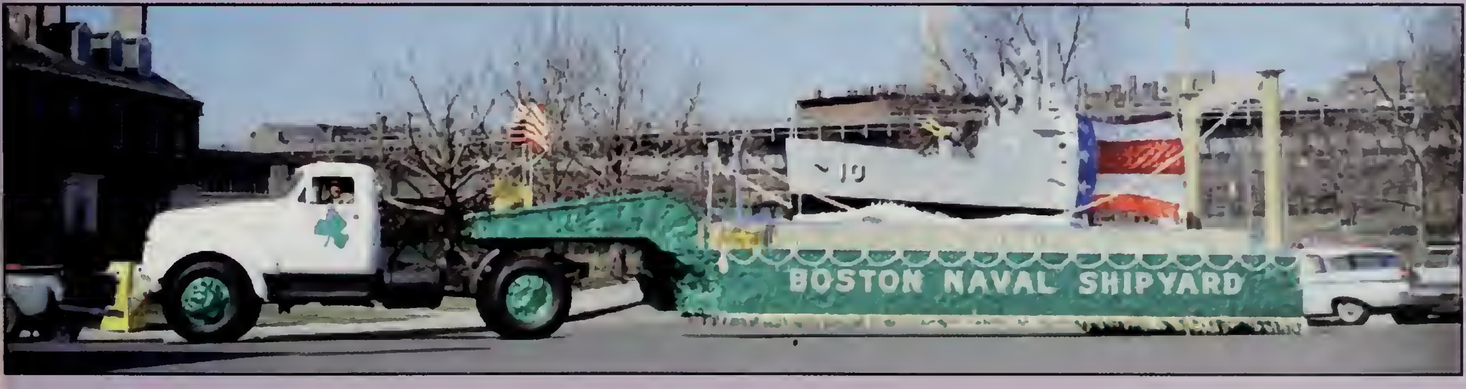
This Month	2
Last Month	2
This Year	30
Days Since Last Disabling Injury	6

Promotion Registers For 17 Upgraded Ratings Now Open; File By Oct. 31st

Blood Donor Program Back On Right Track; 181 Volunteer

Shipyard employees also participated in events outside of the yard such as the annual Evacuation Day and Bunker Hill Day parades. Here the float for the 1961 Evacuation Day—better known as the St. Patrick's Day—parade prepares to leave Charlestown for South Boston.

BOSTS-7632



In the post-World War II era, the Navy Yard celebrated the Christmas holidays with a series of special events aimed at the children of yard workers. Here, on Dec. 21, 1961, Shipyard Commander Rear Adm. William A. Brockett and Cmdr. Donald V. Cox, commanding officer of the newly-commissioned USS *Robison* (DDG-12), pose on that vessel with Santa Claus, eighteen times over, before the 15th Annual Children's Christmas Parties held in each of the yard's shops. *BOSTS-14107*

1958

Feb. 13 Erection of 50-ton Portal Cranes 24 and 25 by Star Iron & Steel Co. completed.

Mar. 11 Contract for construction of aboveground steam line on Pier 1 awarded to P.J. Riley & Co.

Mar. 20 A portion (15.90 acres) of the "E" Street Annex declared excess to shipyard needs.

Apr. 1 U.S. Naval Receiving Station, Boston redesignated U.S. Naval Station, Boston.

Aug. 8 USS *Cassin Young* (DD-793) entered Navy Yard for overhaul; completed on Oct. 4, 1958; work largely performed at South Boston Annex.

Nov. Reconstructed Pier 7 dedicated; project included installation of portal crane tracks connecting with those at Pier 6.

Dec. 30 GSA sold a portion of the "K" Street Annex to Boston Edison Co. for $185,000.

1959

— Gate 1 Gate House (Building 267) completed; project included demolition of Main Gate (Building 97).

— Band Stand (Structure 260) rebuilt; project included moving War Memorial to site in front of the Band Stand.

Apr. 24 Navy Yard started FRAM I (SCB-206) conversion of USS *Perry* (DD-844), lead ship in FRAM program for *Gearing*-class destroyers; completed on May 10, 1960.

June 15 Capt. Fred L. Ruhlman assumed position of Shipyard Commander.

Nov. 20 Navy conducted first public "turnaround cruise" for USS *Constitution* (IX-21).

1960

— Hammerhead Crane 6 and Gate 5 Gate Houses (Buildings 243, 257) demolished.

Feb. 29 East Boston Fuel Annex disestablished.

Apr. 29 USS *Cassin Young* (DD-793) decommissioned at Norfolk Naval Shipyard; later transferred to Inactive Ship Maintenance Facility Philadelphia.

May 27 Contract awarded for paint removal from brick surfaces of Buildings 4, 5, and 265 (Quarters B-C-D-E-F).

July Remaining portion of the "K" Street Annex sold.

July 6 Congress authorized exchange of portions of the "E" Street Annex for Massport lands occupied under permits by the Naval Station; actual exchange occurred in 1965.

Aug. 15 A portion (18.65 acres) of the "E" Street Annex declared excess to shipyard needs.

Sept. 15 Rear Adm. William A. Brockett assumed position of Shipyard Commander.

Sept. 30 Inactivation of industrial activities at South Boston Annex, except for Dry Docks 3 and 4, completed.

Dec. 19 USS *Constitution* (IX-21) designated as National Historic Landmark.

1961

Summer Reconstruction of Gate 4 pedestrian ramp completed.

July 21 One of two Fargo Buildings (Building 37) (1.42 acres) at South Boston Annex sold.

Sept. Boston Group, Atlantic Reserve Fleet, disestablished; group had been largest tenant at South Boston Annex.

Oct. 5 New caisson for Dry Dock 2 delivered; built by Bromfield Corp., East Boston, Mass.

1962

— Buildings 208, 218, and 219 as well as outer portion of Building 211B demolished.

— Naval Ammunition Depot Hingham declared surplus by the Navy.

Feb. Improvements to dewatering system for Dry Docks 1 and 2 completed; work included new inlet in Dry Dock 1 and new pumps in Pump House (Building 123).

June 29 Rear Adm. Frank C. Jones assumed position of Shipyard Commander.

July 27 State legislation authorizing erection of Collimation Tower (Structure 110) on Pier 2 at South Boston approved.

1963

May 23 Tarring House (Building 60) placed in inactive status.

May 28 West, North, East, and South Jetties at South Boston redesignated as Wharves 105-108, respectively.

June Greenhouse addition at the south end of the Carriage House (Building 21) demolished.

Dec. 3 USS *Constitution* (IX-21) entered Dry Dock 1 for hull repairs; undocked on Mar. 25, 1964.

Dec. 7 Secretary of Defense Robert S. McNamara informed President Lyndon B. Johnson of his opinion that the Navy Yard, along with those at New York, Philadelphia, and San Francisco, should be closed.

1964

— Committee to Retain the Boston Naval Shipyard formed to oppose possible closure of the yard.

— South Lean-to of Building 16 and West Lean-to of Building 28 at South Boston Annex demolished.

Apr. 17 Secretary of Defense McNamara visited Navy Yard, raising possibility of yard closure.

June 1 Shed addition at north end of Building 10 demolished.

June 10 Proposal to demolish Building 60 cancelled.

Aug. 7 Gulf of Tonkin Resolution signed; legislation became au-

"I Am An Artist": Allan Rohan Crite, Navy Yard Draftsman/Technical Illustrator

ALLAN ROHAN CRITE was an artist since the age of six. His drawings, paintings, and prints reflect the world that surrounds him in any given moment; often this vision is infused with religious overtones. His work, which has been internationally acclaimed and exhibited at institutions such as the Museum of Modern Art in New York and the Smithsonian Institution in Washington, illustrates the miraculous and whimsical dignity of life's ordinary events.

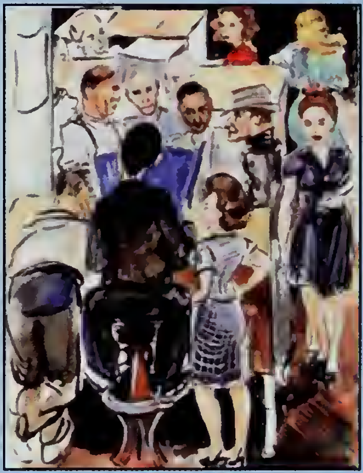
For over 30 years, Allan Rohan Crite worked at the Boston Naval Shipyard as a draftsman and technical illustrator. First hired in 1941, Crite carved out a unique place for himself working first as a draftsman, then eventually retiring as an illustrator. During this time Crite influenced how ships were designed and how urban life was recorded. As he himself said, "There wasn't much difference between the work I was doing in the yard and the work I was doing outside. Because it was related."

Though his work at the Navy Yard involved technical drawings, Crite always considered himself an artist. Born in 1910 and a nearly life-long resident of Boston, the artist's skills were evident early on when he studied in the 1920s at the Children's Art Center in the South End of Boston. Later, Crite was one of the first African-American students at the School of the Museum of Fine Arts, graduating in 1936.

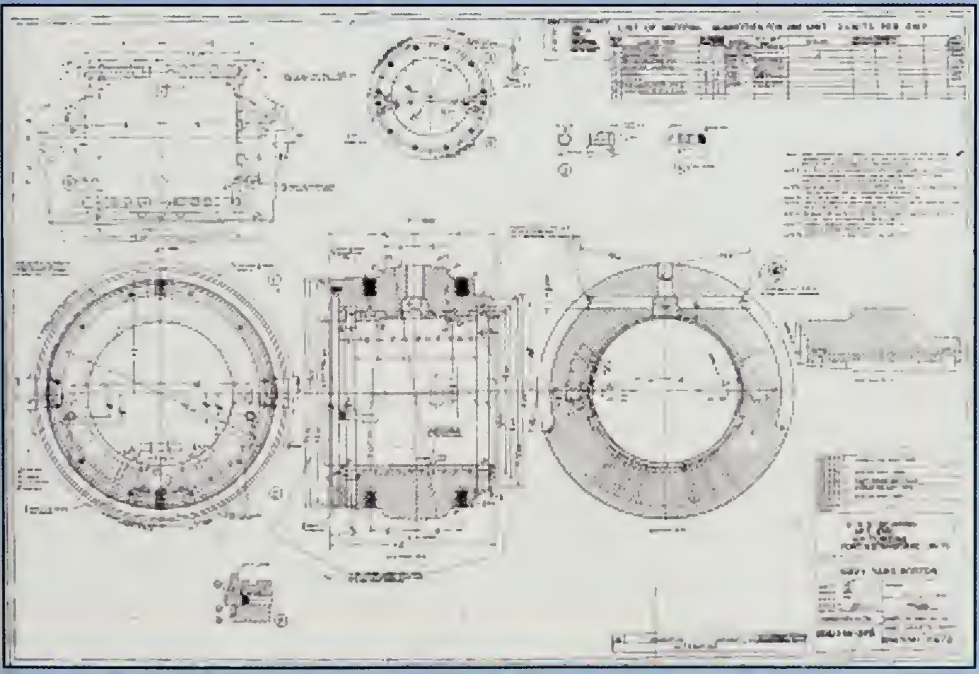
In the 1930s he embarked on creating a series of images of urban life in Boston known as the "Neighborhood Series." Some of these works were created as part of the Works Progress Administration's Federal Art Project (WPA/FAP), a New Deal program that employed artists during the Depression. His involvement with the WPA/FAP set the tone for his artistic work for years to come and represented the beginning of a long-term working relationship between the artist and the federal government.

As a draftsman in the Design Department of the Navy Yard, much of Crite's first work in the yard consisted of mechanical drawings of engineering, propulsion, and boiler systems. As Crite con-

This photograph of Allan Rohan Crite working at his desk in the Design Division drafting room in Building 39 appeared in the *Boston Naval Shipyard News* of June 30, 1952, in connection with an article highlighting the publication of his book, *Three Spirituals From Earth to Heaven.*
BOSTS-7100



"Consultation in the Drafting Room" is one of a series of watercolors of shipyard scenes Crite did in 1943. This image includes a self-portrait. *Boston Athenaeum*



Although not as well-known as the work of the laborers who fabricated components and built and repaired ships, the work of the designers and draftsmen who produced the thousands of highly-detailed drawings required to build a modern warship was a crucial element of shipyard operations. Allan Rohan Crite was one of many draftsmen employed to prepare accurate plans for the fabrication of components such as this 6x5-in. bearing for the aft end of a high-pressure turbine for a group of *Gleaves*-class destroyers built at three different yards between 1939 and 1941. By the time Crite prepared this drawing on May 10, 1944, four of the eight vessels to which it applied —USS *Gwin* (DD-433), USS *Meredith* (DD-434), USS *Monssen* (DD-436), and USS *Ingraham* (DD-444)—had been sunk due to enemy action or collisions.
NARA RG 19 Series 5730

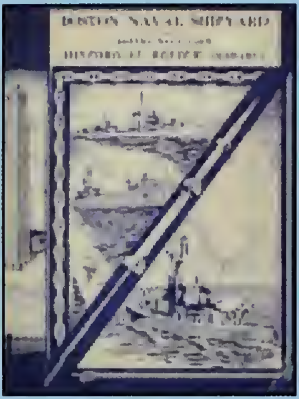
The text of this sidebar is based on exhibit and brochure texts developed by former Boston NHP Park Ranger Maryrose Grossman.

"I Am An Artist": Allan Rohan Crite, Navy Yard Draftsman/Technical Illustrator

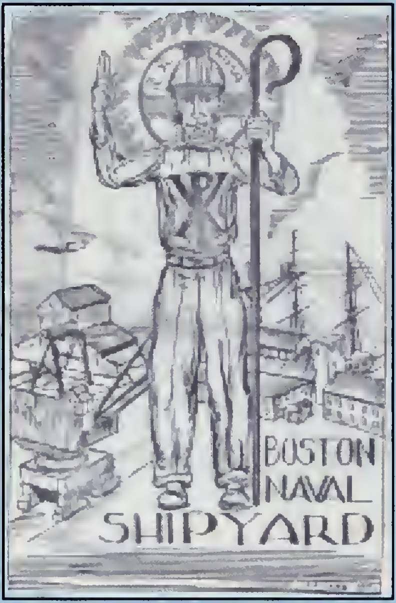
tinued working in the yard, his artistic talents were recognized. He advanced from drafting to three-dimensional perspective drawings as engineers would have him flesh out their designs. Such drawings afforded the opportunity for greater artistic freedom and creativity on the job; as Crite later stated, "Straight drafting would drive me out of my mind!" It would, however, be a while before the title "Illustrator/Technical Equipment" caught up with the work that Crite had already been doing.

In addition to official duties, Crite drew cartoons for shipyard campaigns and special events, which were frequently found in the *Boston Naval Shipyard News* from the 1950s to the 1970s. He contributed to an ongoing "Keep Your Shipyard Clean" campaign and to the constant reminders to conserve materials and resources. Many of these works would combine references to seasons and holidays with the message emphasizing workers' responsibility. Crite also created personalized retirement portraits for his colleagues. Such activities were a respite from the rigors of drafting and technical illustration.

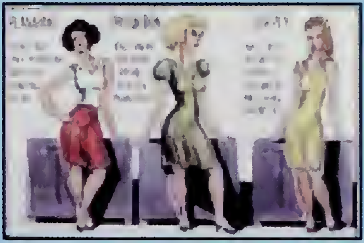
In the end, through his artistic ability, Allan Rohan Crite, who died at age 97 in September 2007, defined for himself a unique and innovative function in the yard.



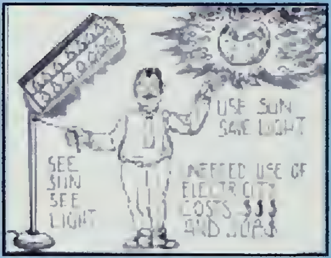
In 1958 Crite drew this cover for the yard history prepared by George O.Q. Mansfield.



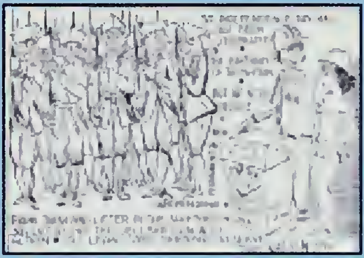
Crite's outside art often featured religious themes. Here, that influence carries over to this drawing that graced the cover of the program for the retirement service for Chaplain Cmdr. Robert W. Odell held in the Navy Yard Chapel (Building 143) on Nov. 30, 1972.
acc. BOSTS-731

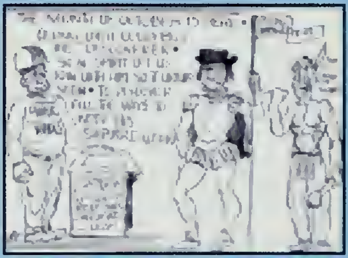


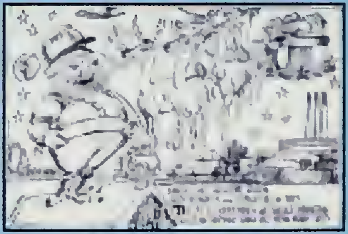
This drawing used double entendre and Crite's typical portrayal of the female form to explain the functions of the Planning, Production, and Supply Departments. *acc. BOSTS-809*



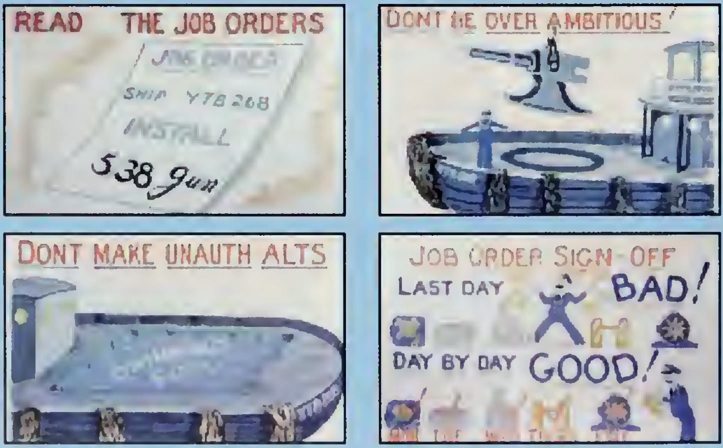
Conservation of utilities was one of the themes of Crite's work for the *Boston Naval Shipyard News*. This image dates to 1973.
acc. BOSTS-463





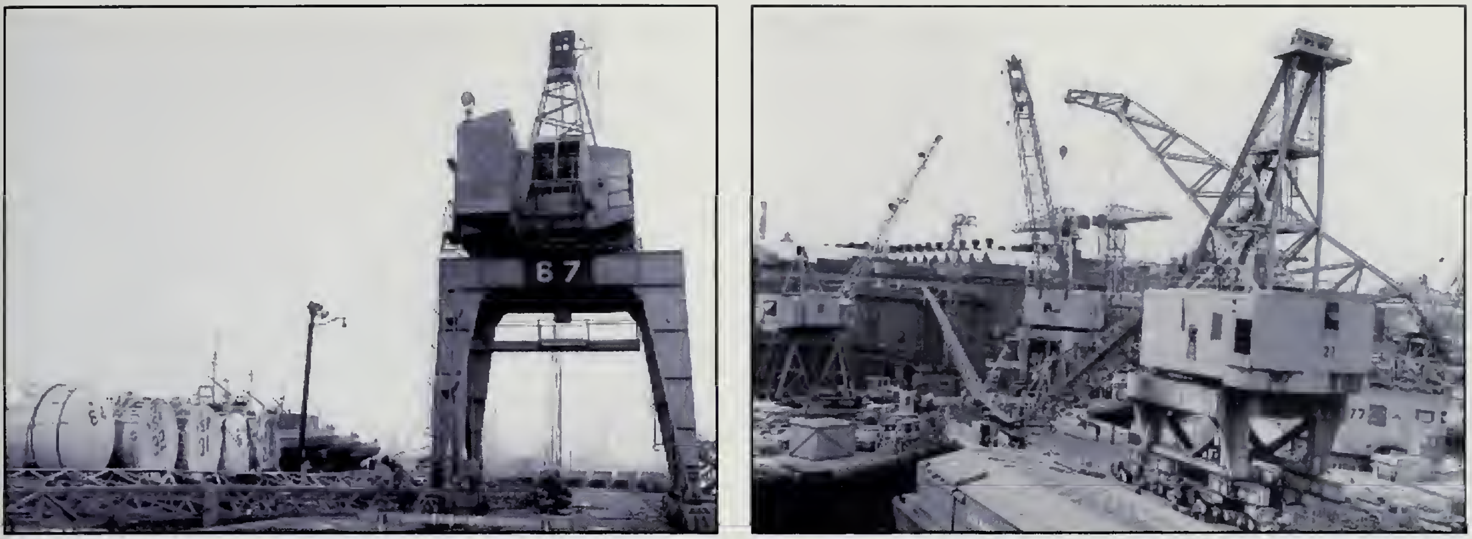


Most of Crite's "Keep Your Shipyard Clean" cartoons featured seasonal tie-ins and the yard's distinctive yellow trash receptacles. These cartoons date, clockwise from above, to July 1972, Oct. 1973, and Dec. 1972.
acc. BOSTS-463



This series of drawings was intended to emphasize both the proper handling of job orders and the application of common sense to their implementation. Interestingly, Crite gave his tug the hull number of *Red Cloud* (YTB-268), a tug assigned not to Boston but to the San Francisco Bay area.
BOSTS-15980

Still active into his nineties, Allan Rohan Crite is seen here with the special exhibit on his years at the Navy Yard which opened in the Navy Yard Visitor Center in 2003. *Jackie Cox-Crite*



Shipyard operations were always hazardous, and yard photographers were called out to document major accidents. (Left) On the afternoon of Feb. 17, 1965, the boom of Portal Crane 67 collapsed during a load test, which had proceeded despite the crane operator's report that the crane was not operating properly. Fortunately, no one was injured in the accident, which took place on the North Jetty at the South Boston Annex. Note the salvage pontoons at left. (Right) Three and a half months later, on June 1, 1965, the boom of Portal Crane 21 collapsed. In that accident, which occurred on Pier 6, the driver of a passing truck was killed. Note floating crane *YD-77* (YD-77) at right being used to lift the broken boom. *BOSTS-13347*

thorization for increased United States involvement in Vietnam War.

Aug. 31 Ownership of Marine Barracks (Quarters I), Parade Ground, and Marine Corps Administration Building (Building 136) (1.35 acres) transferred from Navy to Marine Corps.

Nov. 19 Defense Dept. announced plans to close New York Naval Shipyard in 1966 and to phase out Portsmouth Naval Shipyard over a ten-year period; accompanying study was highly critical of Charlestown Navy Yard.

Other closures being ordered included Boston Army Base.

Nov. 15 Penthouse addition on roof of Building 32 at South Boston Annex demolished.

Dec. 22 Conversion of USS *Decatur* (DD-936) to guided-missile destroyer (DDG-31) assigned to Navy Yard; completed on Apr. 29, 1967.

1965

Jan. Gatehouse at Gate 4 (Building 244) demolished.

Feb. 6 Massachusetts Port Authority transferred two parcels of land (3.89 acres) used under permits as parking for the Naval Station to the Navy

Apr. 23 FRAM I (SCB-206) conversion of USS *Steinaker* (DD-863) completed, marking end of Navy Yard involvement in FRAM program.

Apr. 23 Demolition of Buildings 19B and 19C at South Boston Annex completed.

May 11 Mare Island Naval Shipyard and San Francisco (Hunters Point) Naval Shipyard administratively combined as San Francisco Bay Naval Shipyard; shipyards would resume independent status on Jan. 31, 1970.

June 18 Covered lighter *YFN-1226* (YFN-1226) launched.

July? Covered lighter *YFN-1227* (YFN-1227) launched.

July 7 Shipways 1 declared excess to shipyard needs.

July 12 Surplus portions (15.9 acres) of the "E" Street Annex sold to the Massachusetts Port Authority.

Aug.? Covered lighter *YFN-1228* (YFN-1228) launched.

Sept. 10 Covered lighter *YFN-1229* (YFN-1229) launched.

Sept. 27 Navy Yard acquired Boston Defense Area Nike Battery 17 Military Reservation at Nahant, Mass. (8.30 acres) for use as Ship Electronic Systems Evaluation Facility.

Nov. 30 GSA sold surplus portions (25.99 acres) of the "E" Street Annex to the Massachusetts Port Authority.

Dec. 8 Boston Army Base, adjacent to South Boston Annex, declared surplus by U.S. Army.

1966

Mar. Navy awarded contract to Kaiser Engineers to produce modernization plans for naval shipyards.

June Widening and repaving of Dock St. between Piers 8 and 10 completed.

June 25 New York (Brooklyn) Naval Shipyard disestablished.

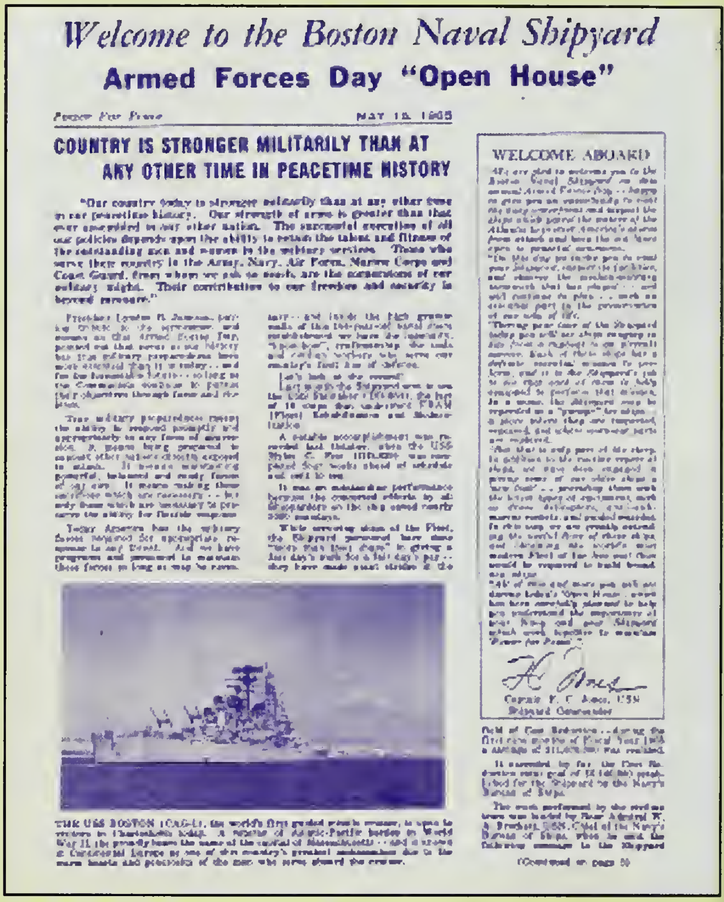
In 1964 the Navy decided to transfer ownership of the Marine Barracks and Parade Ground to the Marine Corps. A formal transfer ceremony took place in March 1965. Here Marine Barracks Commanding Officer Col. Thaddeus P. Wojcik (center) accepts the deed from yard Production Officer and Acting Shipyard Commander Capt. T.T. McGillicuddy. Looking on are Public Works Officer Capt. Harry C. Rowe (left) and Barracks Executive Officer Lt. Col. William S. Anthony (right). *BOSTS-13352*

Navy Yard Open Houses: A Gallery

THROUGHOUT THE POST-WORLD WAR II PERIOD, the Navy Yard held an open house on Armed Forces Day in May. At that time, various shops put on displays relating to their activities and ships were open to public visitation. These events were chronicled by special photo spreads in the yard's employee newspaper. This gallery presents several images from these events.

The
BOSTON NAVAL SHIPYARD
WELCOMES YOU
ON
ARMED FORCES DAY

This sign on the island south of First Ave. opposite the Flagpole welcomed visitors to the 1950 event. *BOSTS-7555*



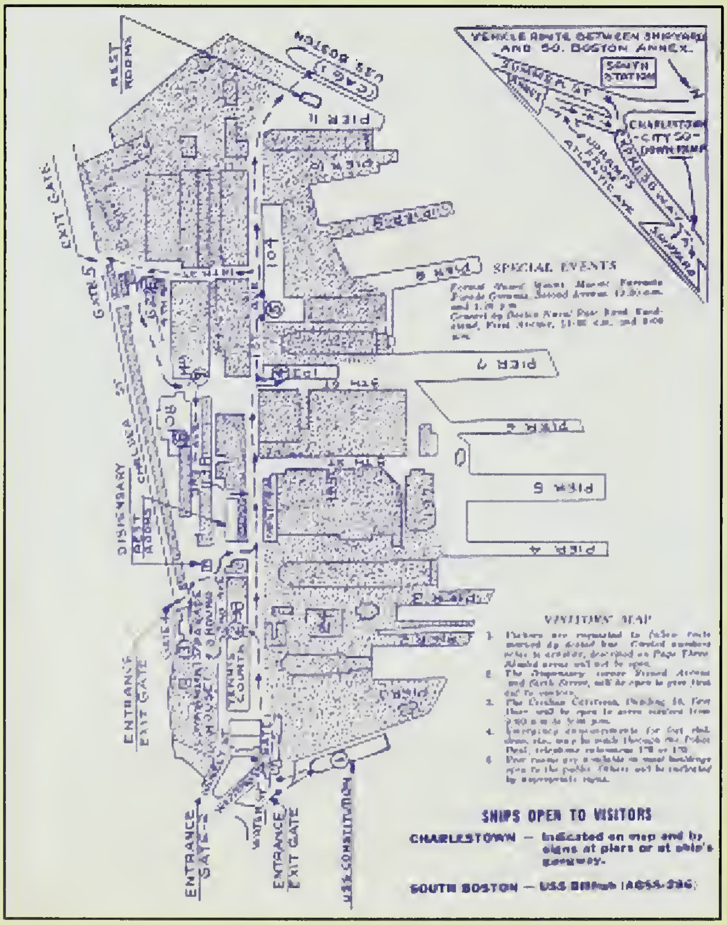
Welcome to the Boston Naval Shipyard

Armed Forces Day "Open House"

MAY 15, 1965

COUNTRY IS STRONGER MILITARILY THAN AT ANY OTHER TIME IN PEACETIME HISTORY

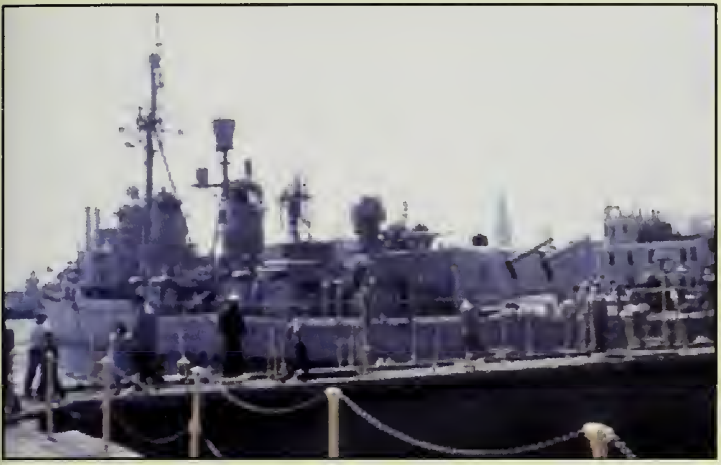
WELCOME ABOARD


REST ROOMS
USS BOSTON (CAG 1)
PIER 11
PIER 10
PIER 9
PIER 8
PIER 7
PIER 6
PIER 5
PIER 4
PIER 3
PIER 2
PIER 1
VEHICLE ROUTE BETWEEN SHIPYARD AND SO. BOSTON ANNEX
SUMMER ST
SOUTH STATION
CHARLESTOWN-CITY SQ-DOWNTOWN
ATLANTIC AVE
SHIPYARD
EXIT GATE
GATE 5
GATE 4
SPECIAL EVENTS
104
DISPENSARY
ENTRANCE EXIT GATE
ENTRANCE GATE 1
TENNIS COURTS
WATER ST
ENTRANCE EXIT GATE
USS CONSTITUTION
VISITORS' MAP
SHIPS OPEN TO VISITORS
CHARLESTOWN — Indicated on map and by signs at piers or at ship's gangway.
SOUTH BOSTON — USS

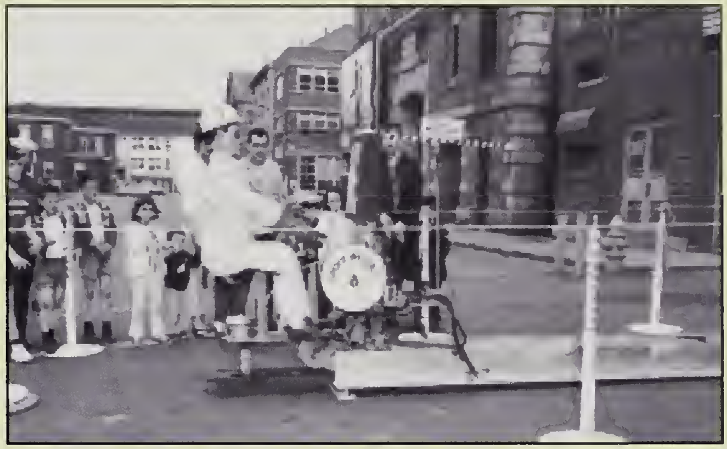
The shipyard provided guides for open house visitors. These contained greetings from the Shipyard Commander and maps to guide visitors to the exhibits in the yard. The circled numbers on the map for the 1965 event denote: (1) USS *Constitution*; (2) Electronics equipment; (3) U.S. Marine Corps weapons display; (4) Sheetmetal display; (5) Shipfitting and Welding display; (6) Rope exhibits and testing; (7) Material handling equipment; and (8) Power Plant. *BOSTS-13344*

Sailors pass out guides to visitors arriving at Gate 1 for the May 1966 open house. Note one of the yard's signature trash receptacles at right. *BOSTS-15829*

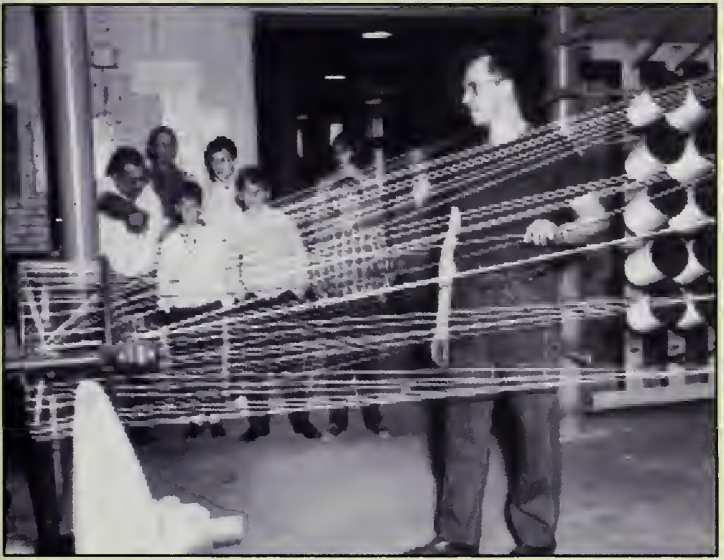
Navy Yard Open Houses: A Gallery



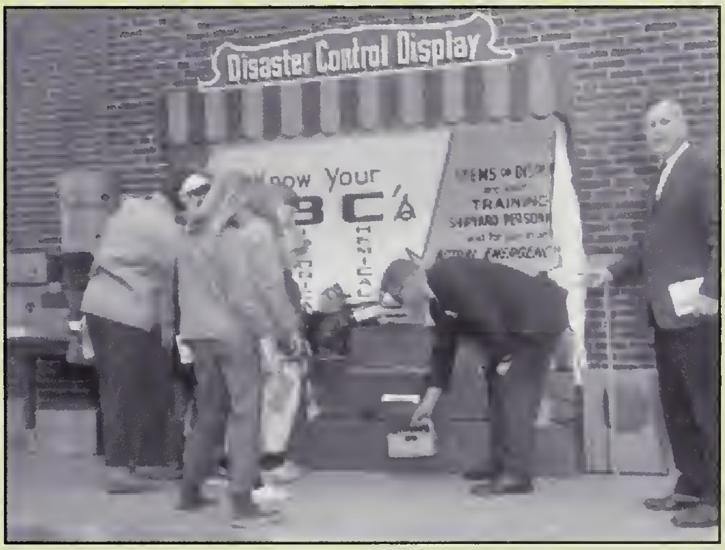
Ships were a popular attraction for open house visitors. Here visitors cross the Dry Dock 1 Caisson with USS *Hawkins* (DD-873) in the background in May 1960. *Richard Leonhardt*



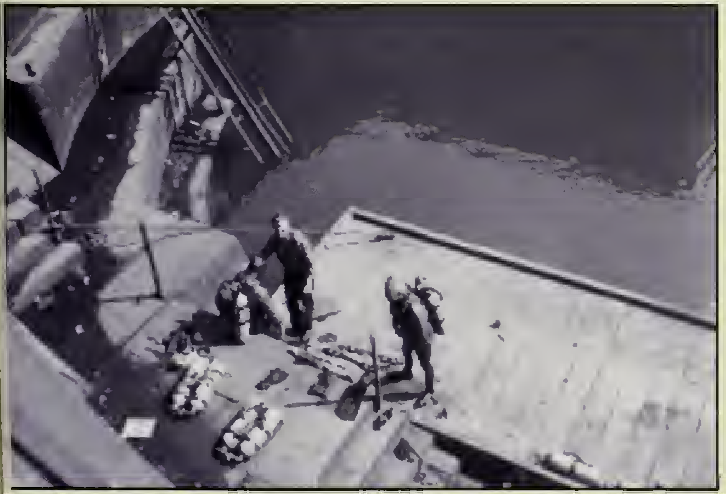
The open houses provided the yard with an opportunity to display some of its newest technology to the public. In 1967 "Willie the Welder" operates a Spider Weldall, an automated welding machine. Note the Safety Shoe sign on the wall of Building 36 in the background. *BOSTS-7553*



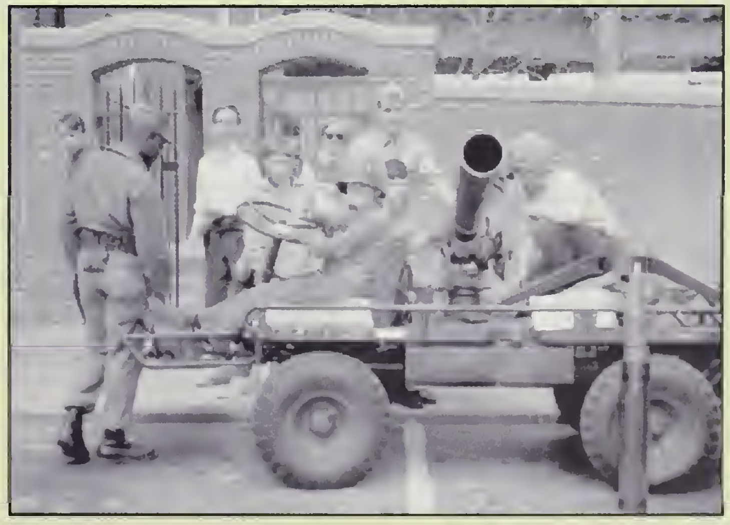
Spectators view a demonstration of ropemaking during the 1968 open house. *BOSTS-7554*



Many shops built special displays for the open houses. This disaster control display dates to 1968. *BOSTS-7554*



The open houses included a number of special events showing off the special skills of yard employees. This demonstrations of scuba diving in Dry Dock 1 took place in 1967. *BOSTS-7553*



The Marine displays of weapons were popular with children. This view of a self-propelled gun was taken in May 1966 in front of the wall to the east yard of the Marine Barracks. *BOSTS-15829*

July 1 Capt. Stuart C. Jones assumed position of Shipyard Commander.

Oct. 10 National Historic Preservation Act signed into law by President Lyndon B. Johnson.

Nov. 15 Boston Naval Shipyard designated as a National Historic Landmark.

1967

Apr. 26 Contract awarded to Traynor & Hansen Corp. of Long Island City, N.Y., for the transfer of former New York Naval Shipyard Portal Cranes 204 and 210 to Navy Yard for use at Dry Dock 5 and Pier 11; cranes delivered and erection began in Aug. 1967.

June Modernization Study by Kaiser Engineers proposed consolidation of all activities at South Boston; final report, with same recommendation, submitted in Mar. 1968.

1968

— Shipways 1 and Shipways 2 converted into parking areas for shipyard employees.

Feb. Extension of Machine Shop (Building 42-B) completed.

Mar. 1 Naval Facilities Engineering Command approved the demolition of the Temporary Addition on Building 4.

July Historical Plaque (Structure 276) installed.

Aug. 30 Rear Adm. Robert C. Gooding assumed position of Shipyard Commander.

Nov. Secretary of Defense approved plan to consolidate shipyard operations at South Boston.

1969

Oct. 9 Capt. Raymond W. Burk assumed position of Shipyard Commander.

1970

Mar. 4 Ship Electronic Systems Evaluation Facility (former Nike-Ajax Site) in Nahant declared excess to shipyard needs.

July 1 Boston Army Base (57.60 acres), adjacent to South Boston Annex, disestablished and transferred to Navy; transfer had been authorized in 1968 as part of Navy Yard modernization program.

1971

Aug. Boston Redevelopment Authority (BRA) issued Charlestown Navy Yard Re-Use Study; report was based on concept of shipyard consolidation at South Boston and proposed creation of national historic park and naval museum as part of yard redevelopment.

Miss Fire Prevention of 1967, Esther Gardner, crowns her successor, Kathleen Usher, in July 1968. While regarded in 2008 as politically incorrect, the use of beauty contests to promote themes such as fire safety was common in the male-dominated shipyard of the 1950s and 1960s. *BOSTS-13352*

The Navy Yard possessed unique capabilities which it provided on a reimbursable basis to private industry. On Oct. 11, 1966, the yard's floating crane *YD-196* was hired by the Wyman Gordon Co. of Worcester, Mass., to unload a 133-ton casting from the Dutch freighter MV *Schiedyk* onto a special railroad car. Here, the casting is being lifted from the deck of *YD-196* at Pier 7. *BOSTS-16197*

Nov. 15 Economic Development & Industrial Corp. of Boston (EDIC) established.

Nov. 16 Rehabilitation of caisson for Dry Dock 5 began; completed on Apr. 5, 1972.

Dec. National Park Service issued new area study for proposed Boston National Historic Sites that included a portion of the Navy Yard within the park.

1972

— Observation deck constructed around Building 10 to allow public viewing of USS *Constitution* during her dry docking scheduled for 1973.

Jan. 25 Navy Yard declared Boston Army Base to be excess to its needs.

Aug. 25 Capt. Russel L. Arthur assumed position of Shipyard Commander.

Sept. 22 USS Constitution Museum Foundation organized.

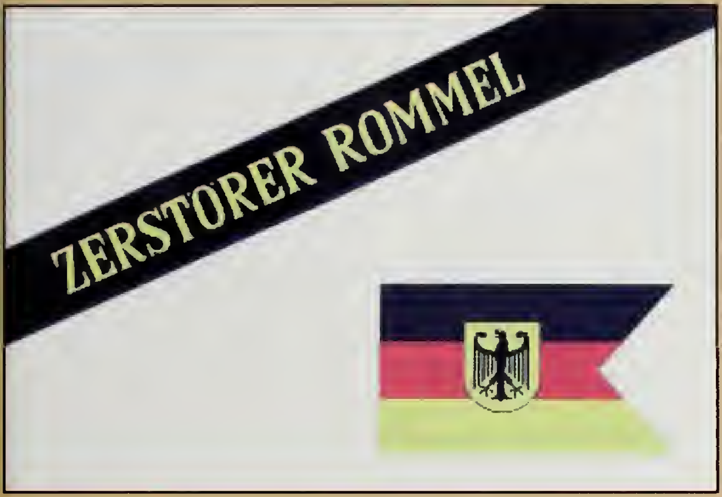
Nov. Navy Yard submitted new ten-year modernization plan for Charlestown; plan replaced earlier plan to move to South Boston.

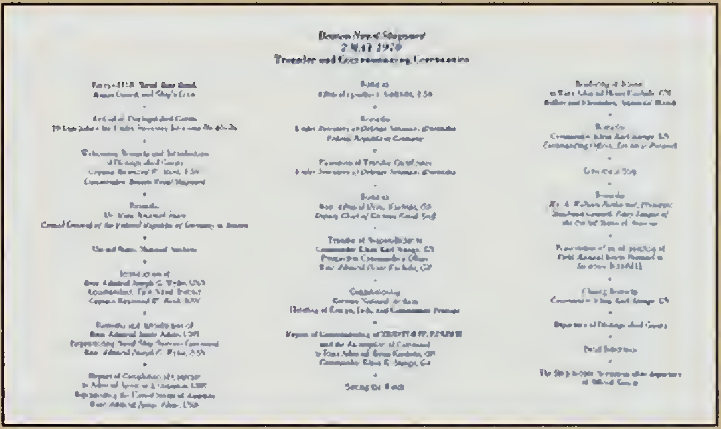
Ship Transfer—FGNS *Rommel* (D-187): A Gallery

IN THE POST-WORLD WAR II PERIOD the United States Navy began to furnish warships to the navies of friendly countries. Transfer ceremonies were a common event at the Charlestown Navy Yard from the early 1950s until closure of the yard.

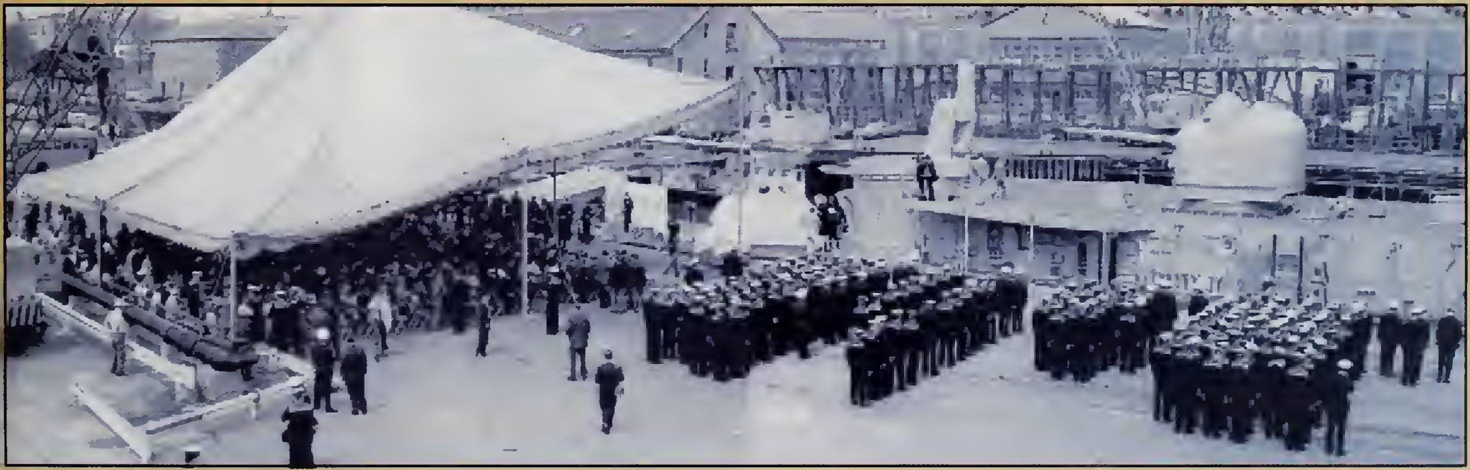
Most transfers were older American vessels, often overhauled and/or modernized by the shipyard prior to transfer. In some cases, however, the Navy contracted for the construction of new warships for foreign navies. Such was the case in March 1965 when it ordered three *Charles F. Adams*-class guided missile destroyers (DDG-28 to DDG-30) for the Federal Republic of Germany from the Bath Iron Works.

All three vessels, named for prominent German officers of World War II, were officially delivered to the Navy at Boston and transferred to their recipient there. This gallery features views of the May 2, 1970, transfer of the last of the three ships, DDG-30, which became FGNS *Rommel* (D-187).

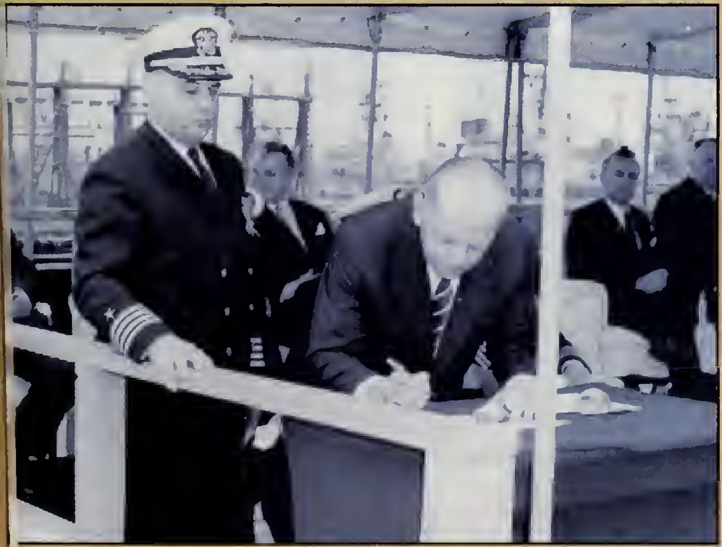


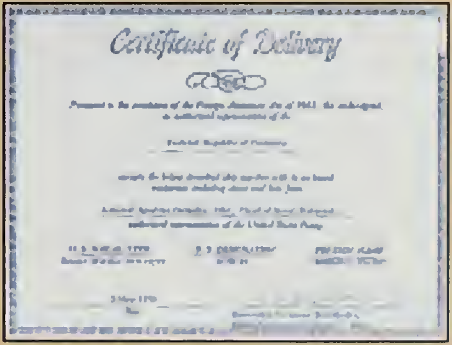


The event, the program for which was printed in both English and German, incorporated the transfer ceremony and the formal commissioning of the ship as a unit of the German Navy. *BOSTS-15404*



The transfer, like most ship ceremonies, took place at Pier 1 East. These two images have been combined to show the tent which protected the invited guests and the ship's crew awaiting orders to man their ship. *BOSTS-14122*





Certificate of Delivery

Shipyard Commander Capt. Raymond W. Burk looks on as German Under Secretary of Defense Johannes Birckholtz signs the formal certificate of delivery (above). *BOSTS-14122 (left); BOSTS-15404 (above)*

Ship Transfer—FGNS *Rommel* (D-187): A Gallery

Following the transfer, the German Navy formally commissioned the ship as FGNS *Rommel*. At left, a sailor stands at attention as the German National Anthem is played following the hoisting of the German naval ensign. The program then continued with the setting of the watch and the manning of the ship by her crew (above). *BOSTS-14122*

Among the distinguished guests at the ceremony was the ship's sponsor, Lucie Maria Rommel, the widow of the man for whom the vessel had been named, Field Marshal Erwin Rommel (1891-1944), the "Desert Fox" of the North African campaign in World War II. Here, she greets some of the younger guests present. *BOSTS-14122*

The transfer of *Rommel* to the German Navy did not end the vessel's association with the Charlestown Navy Yard. In late December 1970 the ship returned to Boston and entered Dry Dock 2 for work. Among the tasks performed was a repainting of her hull. This view taken on Jan. 13, 1971, shows the staging erected around the ship. *BOSTS-14115*

1973

Jan. 27 Paris Peace Accords signed ending United States involvement in Vietnam War.

Apr. 17 Department of Defense announced major base closure and realignment program. In addition to the Boston Naval Shipyard and the Chelsea Naval Hospital, closures included Hunters Point Naval Shipyard (San Francisco, Calif.); Naval Air Station Imperial Beach (Calif.); Naval Base and Naval Station Long Beach (Calif.); Naval Base and Naval Station Key West (Fla.); Naval Air Station Albany (Ga.); Naval Air Station Glynco (Ga.); Naval Hospital and Naval Prison Portsmouth (Kittery, Me.); Naval Hospital St. Albans (N.Y.); Naval Air Station Quonset Point and Naval Hospital Quonset (R.I.); and Naval Base and Naval Station Newport (R.I.).

Apr. 17 USS *Constitution* (IX-21) entered Dry Dock 1 for restoration; undocked on Apr. 26, 1974.

May 24 U.S. Representative Thomas P. O'Neill, Jr., introduced bill (H.R. 8145) to direct the transfer of a portion of the Charlestown Navy Yard from the Navy to the Interior Department; Representative John Joseph Moakley introduced an identical bill (H.R. 8647) on June 13, 1973.

June Army requested return of portion of Boston Army Base.

June 12 Building 99 at South Boston Annex demolished.

June 25 Piers 1, 3, 4, 7, 8, and 109 at South Boston Annex inactivated.

Aug. 14 Naval Hospital Boston Historic District (Chelsea Naval Hospital) placed on the National Register of Historic Places.

Sept. Marine Railway and Dry Dock 5 inactivated.

Sept. 13 Transducer Repair Facility transferred to Portsmouth Naval Shipyard.

Sep. 25 Inactivation of Grit Hopper 141 at South Boston Annex completed.

Sept. 28 Portsmouth Naval Shipyard requested transfer of eight portal cranes (20-24, 62-64) from the Navy Yard to Portsmouth.

Nov. U.S. Coast Guard expressed interest in potential of moving its base from the North End to the South Boston Annex; the proposal is ultimately abandoned in July 1975.

Nov. 21 Inactivation of Dry Dock 3 at South Boston Annex began.

Nov. 30 Building 57 at South Boston Annex demolished.

Dec. Boston Shipbuilding Corp. formed by a consortium of local shipbuilding companies with the intent of negotiating with the City of Boston for reuse of both the Charlestown Navy Yard and South Boston Annex for ship repair.

Dec. Forge Shop completed final project, anchor chain for USS *Dwight D. Eisenhower* (CVAN-69).

Dec. 14 Modernization of USS *Talbot* (DEG-4) completed; ship was last industrial customer of Navy Yard.

1974

an. 7 Inactivation of Dry Dock 4 at South Boston Annex began.

an. 9 Lunchstand adjacent to east side of Building 24 demolished.

an. 14 Inactivation of Buildings 23, 48, 56, 89, 93, and 104 at South Boston Annex completed.

Employees of the Forge Shop pose with the anchor chain for USS *Dwight D. Eisenhower* (CVAN-69) on July 16, 1973. This was the last of some 4 million feet of die-lock chain manufactured by the yard. From left to right are Moses Henderson, Joseph F. Troisi, Gerald H. Ogonosky, Harold Hamilton (rear), Chapin Joseph, Thomas Hickey, Paul D. Godding (rear), Mark E. Taylor, William T. Daly, Alfred A. Hannoosh, and Forge Shop Master Kenneth J. Mitchell. *BOSTS-16105*

Jan. 16 Building 22 at South Boston Annex inactivated.

Jan. 17 Building 19 and Scales 234 and 235 inactivated.

Jan. 29 U.S. Senator Edward M. Kennedy and U.S. Representatives Thomas P. O'Neill, Jr., and John Joseph Moakley introduced bills (S.2915; H.R. 12359) to establish the Boston Naval Shipyard National Historic Site.

Jan. 30 Inactivation of Buildings 228, 230, 233, and 271 completed.

Inactivation of Building 103 as well as Piers 5 and 6 at South Boston Annex completed.

Feb. 5 Inactivation of Band Stand (Structure 260) completed.

Feb. 6 Inactivation of Building 127 completed.

Inactivation of Building 54 at South Boston Annex completed.

Feb. 8 Inactivation of Pier 4 completed.

Feb. 12 Inactivation of Building 39 and all of Building 24 except for a portion being used by security personnel at South Boston Annex completed.

Feb. 13 Inactivation of Grit Hopper 111 at South Boston Annex completed.

Feb. 14 Inactivation of Dry Dock 5 and Piers 8, 9, and 10 completed.

Pier 10 at South Boston Annex inactivated.

Feb. 20 Inactivation of Building 62 completed.

Feb. 25 New consolidated USS *Constitution* Maintenance & Repair Facility in Building 24 opened.

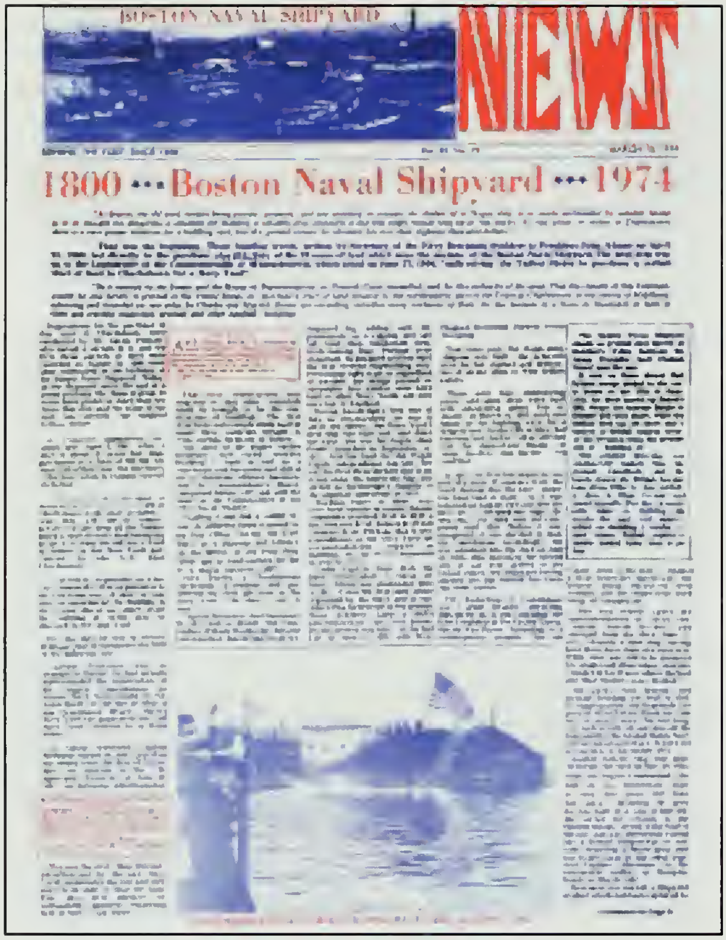
Feb. 28 Shipyard Branch of National Shawmut Bank (located in Building 32) closed.

Mar. 5 Inactivation of Building 110 completed.

Mar. 11 Inactivation of Ammunition Bunker 272 completed.

Mar. 15 Final issue of *Boston Naval Shipyard News* published; featured a historical review of the yard.

Mar. 19 City of Boston Interim Reuse Plan for the Navy Yard envisioned continued shipbuilding activity at both



BOSTON NAVAL SHIPYARD

NEWS

1800 ••• Boston Naval Shipyard ••• 1974

The final issue of the *Boston Naval Shipyard News* provided a history of the shipyard. *BOSTS-13352*

Charlestown and South Boston, as well as a national historic park at Charlestown.

Apr. 2 Inactivation of Building 206 completed.

Apr. 5 Inactivation of Building 21 completed.

Apr. 25 Inactivation of Building 178 completed.

Inactivation of Building 17 at South Boston Annex completed.

Apr. 29 Inactivation of Buildings 225, 227, and 232 completed.

May 1 Boston Caretaker Group, Portsmouth Naval Shipyard, established with Capt. William J. Norris as Director.

May 6 Inactivation of Building 104 completed.

With the exception of the Fire Station, inactivation of Building 29 at South Boston Annex completed.

May 10 Inactivation of Building 103 completed.

Inactivation of Buildings 46 and 79 at South Boston Annex completed.

May 17 Inactivation of Building 277 completed.

May 27 Inactivation of Buildings 30, 31, and 94, as well as all of Building 18 with the exception of an electrical substation, at South Boston Annex completed.

May 30 Inactivation of Buildings 143 and 210 completed.

May 31 With the exception of storage space assigned to USS *Constitution* (IX-21) and an electrical substation, inactivation of Building 198 completed.

June 7 Inactivation of Buildings 15 and 15A at South Boston Annex completed.

June 30 San Francisco (Hunters Point) Naval Shipyard disestablished.

July Gasoline Station (Building 194) demolished.

July 1 Boston Naval Shipyard formally disestablished; shipyard property and remaining activities transferred to Boston Caretaker Group, Portsmouth Naval Shipyard.

July 8 Inactivation of Shipways 2 completed.

City of Boston formally expressed interest in purchasing the Navy Yard (Charlestown and South Boston) for continued shipbuilding operations.

Sept. 3 Inactivation of Quarters P completed.

Sept. 5 Inactivation of Building 125 completed.

Oct. 1 Boston National Historical Park Act of 1974 signed; legislation included a portion of the yard, designated Charlestown Navy Yard and including USS *Constitution*, as part of new Boston National Historical Park.

Oct. 15 Inactivation of Building 32 completed.

Nov. Negotiations between the City of Boston and the Boston Shipbuilding Corp. broke down; as a result, the BRA decided not to pursue reuse of the Charlestown Navy Yard for industrial activities.

Dec. 1 USS *Cassin Young* (DD-793) stricken from Naval Vessel Register.

1975

Jan. 19 Portion of former Boston Army Base (13.3 acres) transferred from the Navy to the Army.

Jan. 31 Commodore Isaac Hull Memorial, Inc., incorporated for the purpose of establishing a naval memorial at Derby, Ct., featuring USS *Cassin Young* (DD-793).

Mar. 14 USS *Constitution* (IX-21) reopened to the public following completion of major portion of restoration project.

Apr. 30 City of Boston Reuse Plan for the Charlestown Navy Yard identified a mixed use, including light industry, for the property.

May 15 Legislation creating Government Land Bank to acquire former military bases from the federal government signed.

May 25 Hugh D. Gurney assumed position of Superintendent of Boston National Historical Park.

June 1 John B. Calarese assumed position of Director, Boston Caretaker Group, Portsmouth Naval Shipyard.

June 15 Inactivation of Building 28 completed.

June 20 BRA proposed location of the John F. Kennedy Library and Museum at the Navy Yard; initial proposal for use of Building 24 later changed to Building 36.

July 1 Portion of former Boston Army Base (8.7 acres) transferred from the Navy to the Army.

Oct. 16 EDIC adopted name Boston Marine Industrial Park for its operations at the South Boston Annex.

Nov. 1 EDIC took over South Boston Annex under lease from General Services Administration (GSA).

Nov. 17 BRA submitted formal application for the transfer of the 19.6 acres of the Charlestown Navy Yard to the city for development as a public park.

Nov. 25 EDIC entered into one year lease with Braswell Shipyards for Dry Dock 4 at the Boston Marine Industrial Park.

Rear Adm. Samuel Eliot Morison cuts a rope with a sword to open the USS Constitution Museum on Apr. 4, 1976. Looking on are Charles Francis Adams and two Charlestown schoolchildren. *NHC NH-85193*

1976

Jan. 1 National Park Service assumed control of Charlestown Navy Yard unit of Boston National Historical Park.

Jan. 20 Building 28 and the surrounding area (2.18 acres) at the South Boston Annex transferred from the Navy to the Army for use as an Army Reserve training center.

Mar. 9 Massachusetts Governor Michael S. Dukakis accepted the retrocession by the Navy of legislative jurisdiction over the former Boston Naval Shipyard and Chelsea Naval Hospital properties; the federal government retained concurrent jurisdiction over the Charlestown Navy Yard unit of Boston National Historical Park.

Apr. 4 USS Constitution Museum opened in Building 22 by Rear Adm. Samuel Eliot Morison.

May 6 Installation of chain-link fence separating Navy Yard unit of Boston NHP from the remainder of the yard completed.

May 14 Power Plant (Building 108) ceased operation.

June 18 Dry Dock 2 flooded; caisson approved for transfer to Portsmouth Naval Shipyard on June 28, 1976.

June 30 Boston Caretaker Group, Portsmouth Naval Shipyard, disestablished.

July 1 Charlestown Navy Yard unit of Boston NHP (24.72 acres) formally transferred from GSA to the NPS.

July 6 EDIC Economic Development Plan for Boston Marine Industrial Park at the South Boston Annex approved.

July 11 HMY *Britannia* docked at Navy Yard; Queen Elizabeth II visited USS *Constitution*, Old State House, and Old North Church.

Oct. Dry Dock 3 opened as a public facility available for lease to individual ship repair companies.

Oct. 19 State of Massachusetts transferred its reversionary rights in the South Boston Annex to the Government Land Bank.

Dec. Mass. Executive Office of Environmental Affairs approved the initial BRA Environmental Impact Report on the proposed mixed-use redevelopment of the Navy Yard.

Dec. 8 Extensive damage occured to Buildings 39, 40, 103, 104, and 105, as well as the Shipways structure, when MDG Contractors used dynamite to demolish one of the yard's remaining hammerhead cranes.

As part of the American Revolution Bicentennial celebrations, Queen Elizabeth II of Great Britain visited Boston on July 11, 1976. Here, she leaves USS *Constitution* during her stay in the Navy Yard. *BNHP*

1977

— Efforts to bring USS *Cassin Young* (DD-793) to Connecticut as a museum ship came to an end.

Feb. 7 BRA appointed Immobiliare New England as the developer for the New Development Area of the Navy Yard; formal designation occurred on Mar. 23, 1978.

May 6 Recreation Parcel (Shipyard Park) (16.37 acres) transferred from Bureau of Outdoor Recreation to the BRA; deed was modified by deed of May 15, 1979.

June EDIC opened Industrial Job Training Center in Building 49 at the Boston Marine Industrial Park.

June 14 South Boston Annex (166.25 acres) sold to Government Land Bank by GSA for $4.7 million; Land Bank reconveyed property to EDIC the same day.

Aug. Massachusetts College of Art issued feasibity study proposing that it move to Building 149 of the Navy Yard; plan is ultimately abandoned.

Sept. 19 Portsmouth Naval Shipyard transferred Portal Crane 62 to Boston National Historical Park.

Oct. BRA established site office in Building 32 of the Navy Yard.

Oct. 11 Don Giannangelo Contractors began installation of new telephone conduit system within the Navy Yard unit of Boston NHP; completed on May 11, 1978.

Oct. 19 NPS and BRA signed Memorandum of Agreement governing Gate 4/5th St. access planning. Agreement also committed the BRA to pursuing transfer of Ropewalk (Building 58) and Chain Forge (Building 105) to the NPS.

Nov. Dry Dock 1, along with Dry Dock 1 at Norfolk Naval Shipyard, designated as National Civil Engineering Landmarks by American Society of Civil Engineers (ASCE).

1978

Jan. Building 38 severely damaged by fire.

Jan. 18 EDIC entered into three-year lease with Marlyn Utilities for Buildings 20 and 40 and the utility system at the Boston Marine Industrial Park.

Feb. 19 Final BRA Environmental Impact Report on Navy Yard redevelopment approved by state.

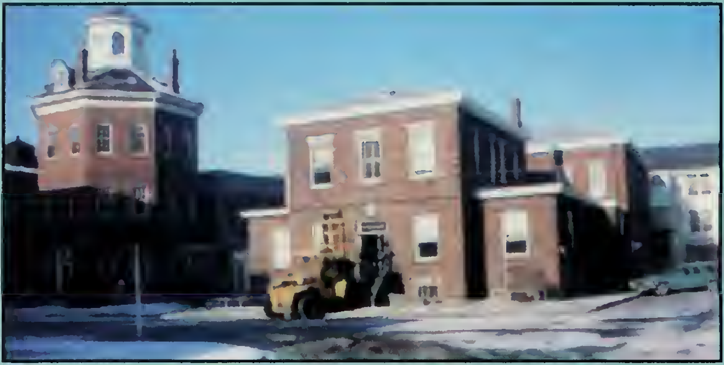
Draft EDIC Environmental Impact Report on Boston Marine Industrial Park development approved by state.

Apr. City of Boston received $2.48 million grant from U.S. Dept. of Housing & Urban Development for Navy Yard site improvements and Shipyard Park construction.

Valuing The Navy Yard: A Gallery

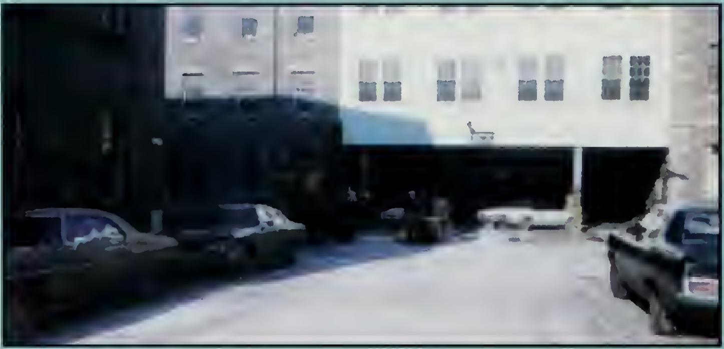
ONE OF THE MAJOR STEPS in the disposition of the Navy Yard was the establishment of its value, since federal law required that it be sold at market value. In late 1974 the City of Boston retained Robert J. McCarthy of the real estate firm William H. Dolben & Sons to prepare an appraisal of the Navy Yard.

The report issued in March 1975 placed a value of $4.4 million on the area outside of the national park. It included color images of the yard taken in December 1974 or January 1975, many of which showed Boston Caretaker Group employees at work removing items from buildings. This gallery presents these images.



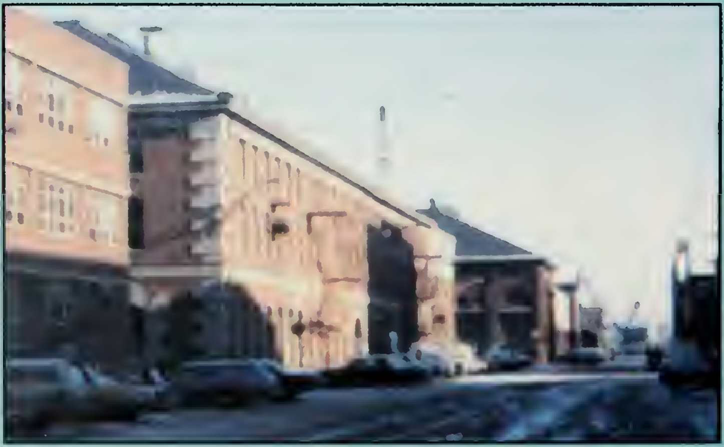
Buildings 31 & 120

Forklifts were used to move furniture and other items out of individual buildings to central collection points. *(All) NPC TIC 457/D6342*



Building 33

This view north on 7th St. shows the extension of Building 33 which spanned the roadway and connected it to Building 38.

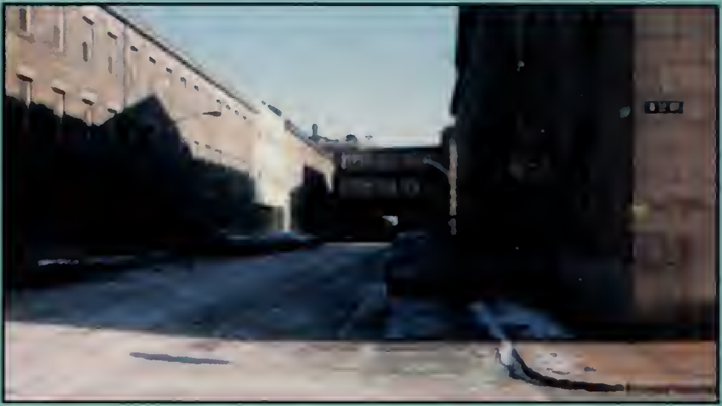


Buildings 39 & 105

Note how First Ave. narrowed in front of the Chain Forge and the street lights and fire escapes on the front of Building 39.

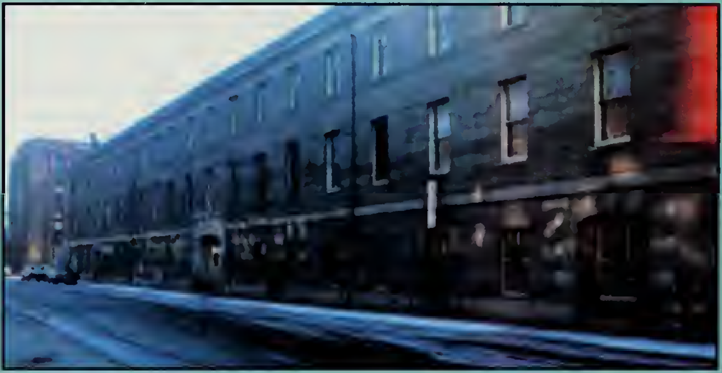
Building 42

This view shows the 8th St. side of Building 42. Building 196 can be seen at right. Note the portal crane tracks in the foreground.



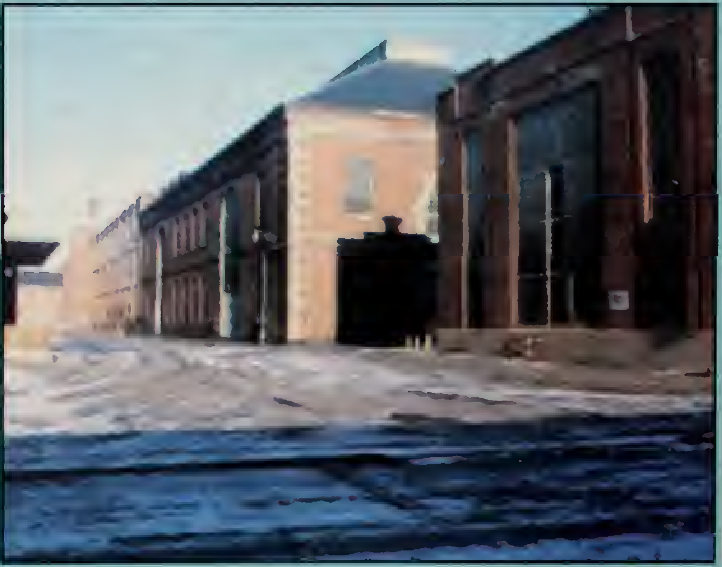
Buildings 33, 38, 39 & 34

Looking east on Second Ave., this view shows Buildings 33 and 38 on the north side, the Building 39 addition over the street, and Building 34 on the south side.

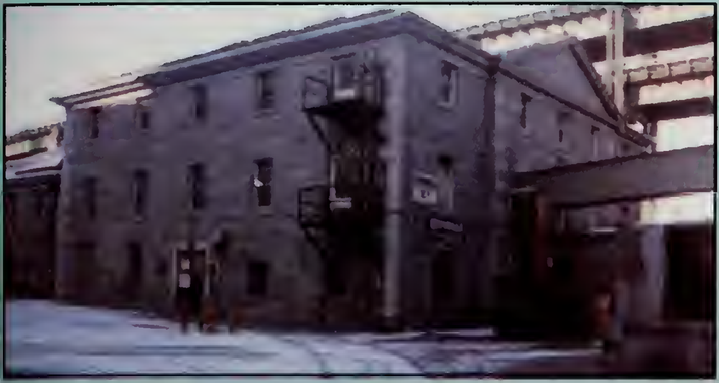


Building 36

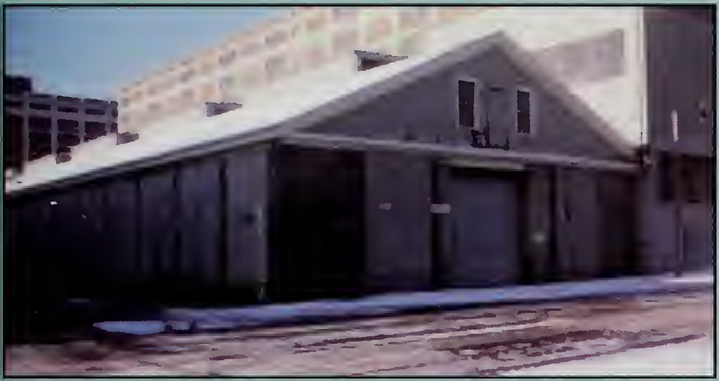
Note that even at this late date, with few employees left on the Navy payroll, there was still business for newspaper vending machines.



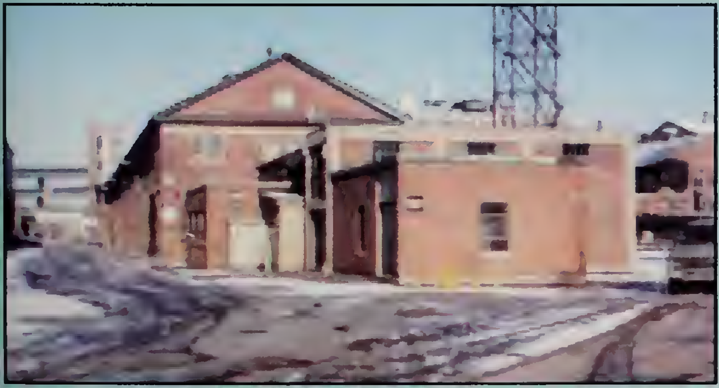
Valuing The Navy Yard: A Gallery



Buildings 58, 60 & 62
The three buildings which make up the Ropewalk Complex are seen here. While the granite structures have been preserved, the overhead connectors between the Ropewalk and Building 79 (above) and between the Hemp House and Building 199 (right) would be demolished by the BRA. The paint on the Tarring House wall (above right) is evidence of the connector between the Hemp House and Ropewalk removed by the Navy in 1973.

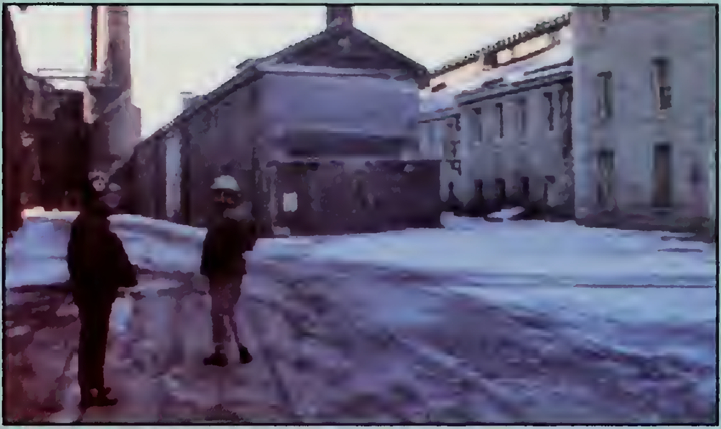


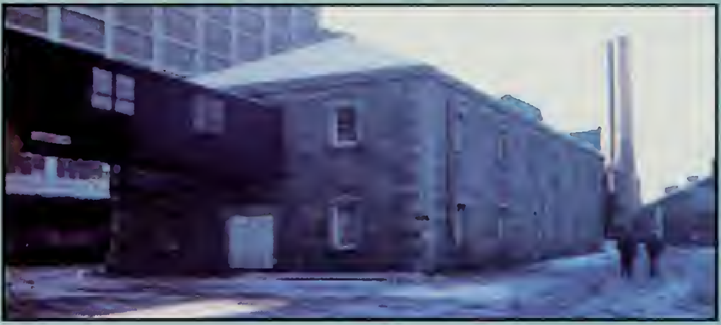
Building 75
The last of the yard's 19th-century Timber Sheds, Building 75 consisted of numerous doorways between granite pillars. Directly abutting the structure at right is Building 187.

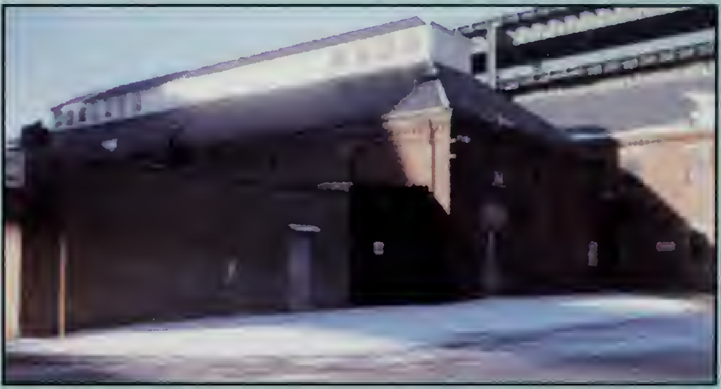


Buildings 103, 192 & 192A
The view looks north along the 9th St. side of Building 103. The varying architectural styles clearly indicate that the Electrical Substation (Building 192/192A) had been added to at different points in time.

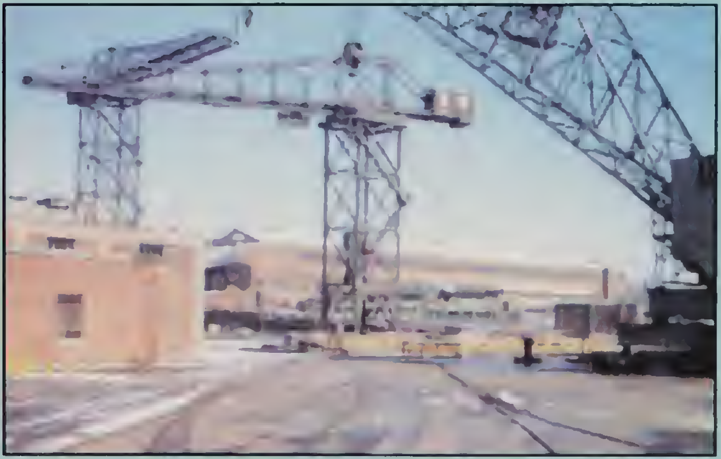
Building 104, Hammerhead Cranes 2 & 4 & Shipways 1 & 2
The Structural Shop can be seen in the background of this view looking northeast from Dock St. Note the yellow railings on the bridges across the Shipways. Portal Crane 19 is at left at the inner end of Pier 7. Building 192/192A is at left, while Building 224 is just to the left of Portal Crane 19.



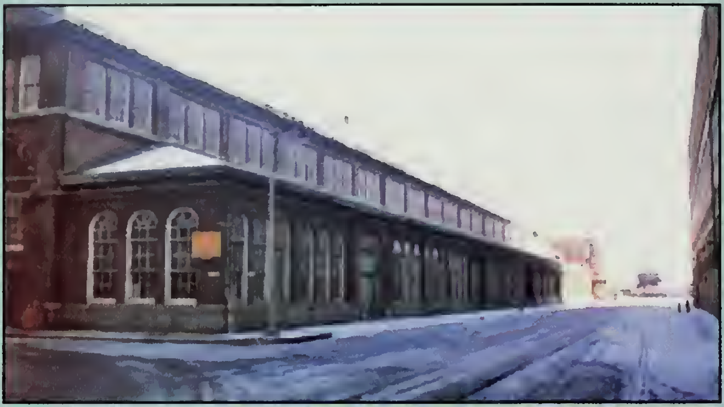




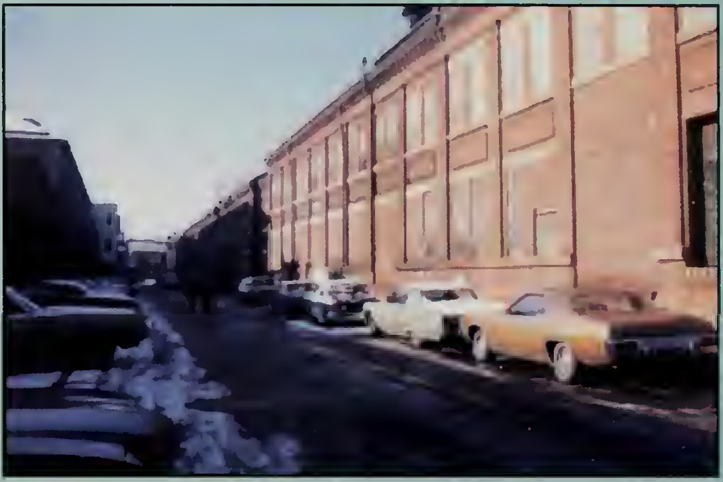
Building 96
The Motion Picture Exchange (Building 207) is seen to the left of the Forklift Repair Shop, while Building 79 is at right.



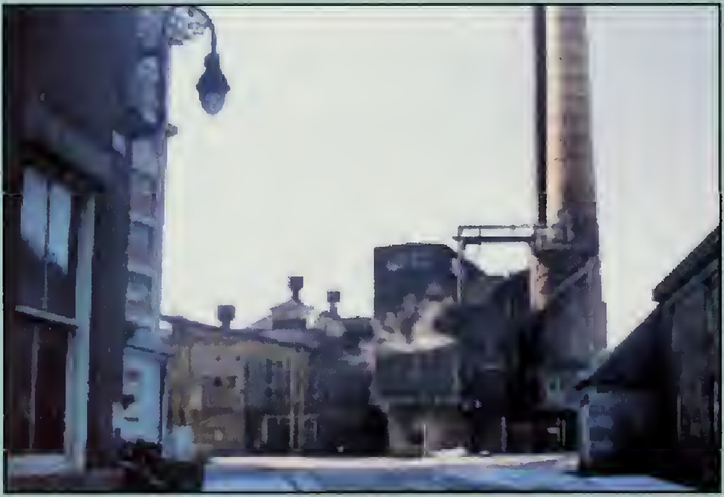
Valuing The Navy Yard: A Gallery



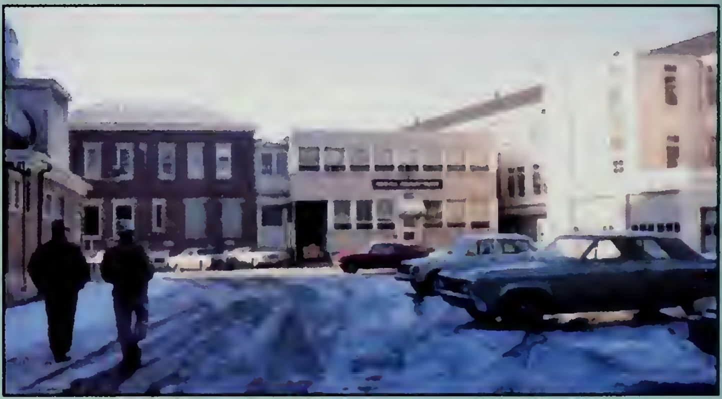
Building 106
Building 106 was the least altered of the three buildings which comprised the early 20th-century Construction & Repair shop complex. Portal Crane 210 can be seen in the distance on Pier 11.



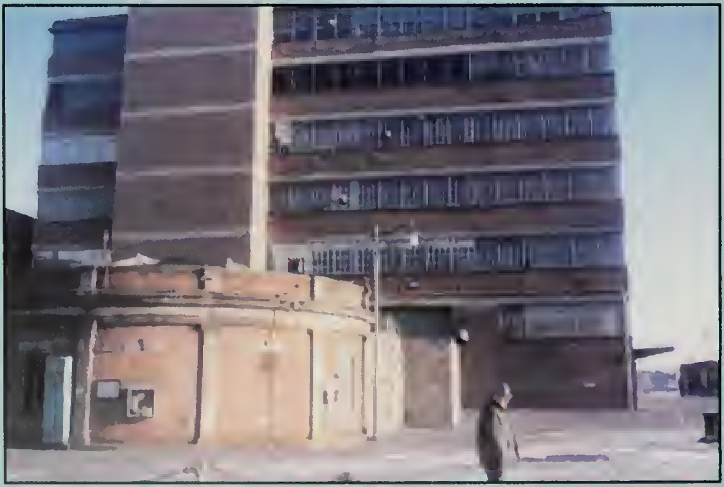
Buildings 107 & 108
This view of the Public Works Shop and the Central Power Plant looks west on Third Ave.



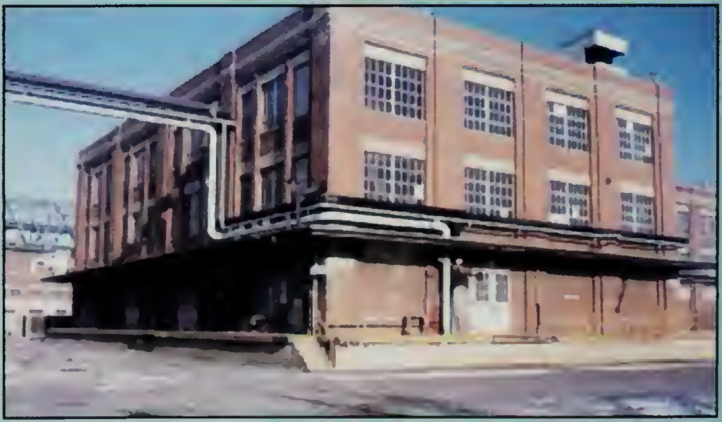
Building 108, Cooling Tower 264, Ash Silo 268
The various appendages and chimneys of the Central Power Plant are clearly visible in this view looking west. Two appendages, the Cooling Tower (center) and Ash Silo (in front of chimney), had their own structure numbers. Note the ornamental street light on the corner of Building 62 at left.



Building 120
This view of the east side of Building 120 shows the Dental Clinic addition which would be demolished by the BRA. At right is the Industrial Relations Office addition on top of the Ropewalk (Building 58) and the garages for the Navy Yard's ambulances.

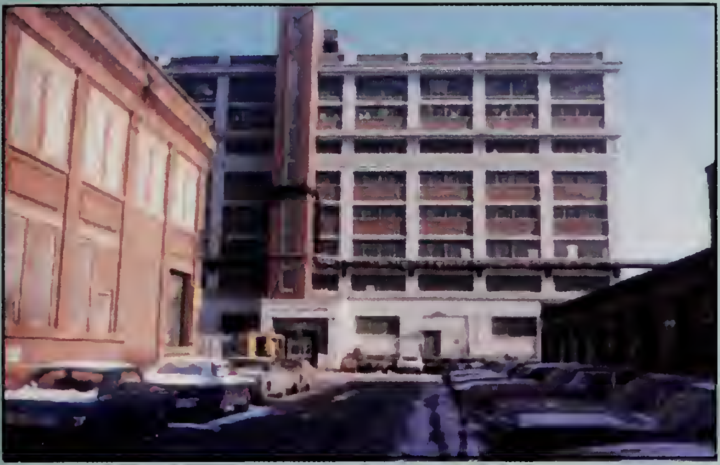


Buildings 123 & 197
The Dry Dock Pump House was the only circular building in the Navy Yard, while the Electronics Shop was one of only three high-rise structures.

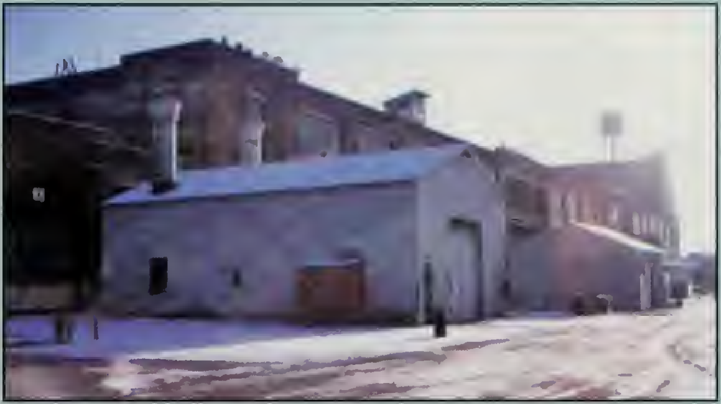


Building 131
Overhead utility lines were a feature of the Navy Yard. The Oil Storehouse was one of the larger buildings constructed in the yard by the WPA in the 1930s.

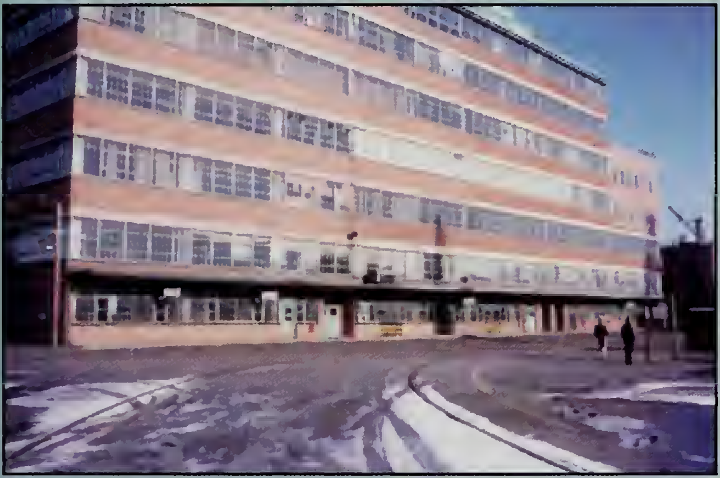
Valuing The Navy Yard: A Gallery



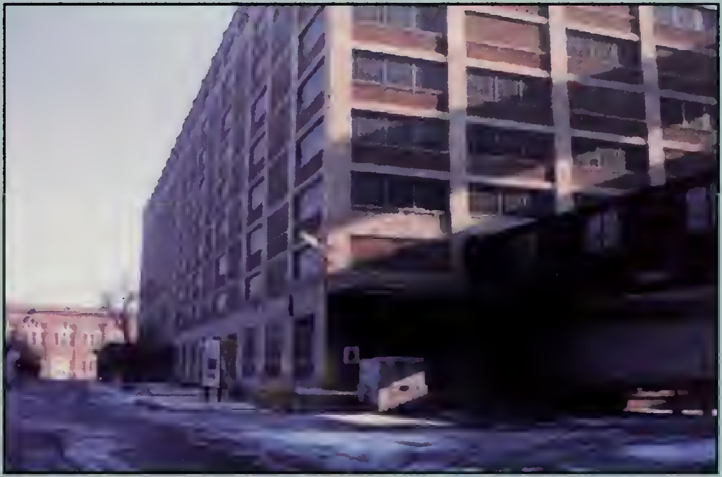
Building 149
The edge of Building 108 can be seen at left and Building 150 at right in this view of the west end of the General Storehouse



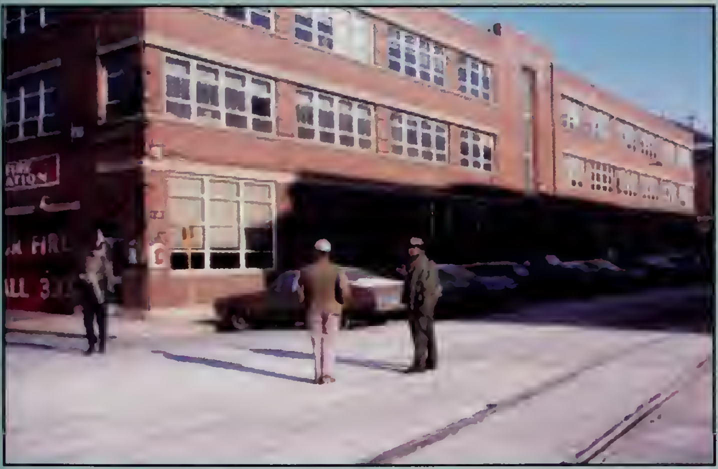
Buildings 195 & 271
Building 271, the Paint Spray Booth, and several steel sheds lined the Dry Dock 2 side of what was simply termed an Industrial Building (Building 195) in the yard's property records. Shipyard Park now occupies this site.



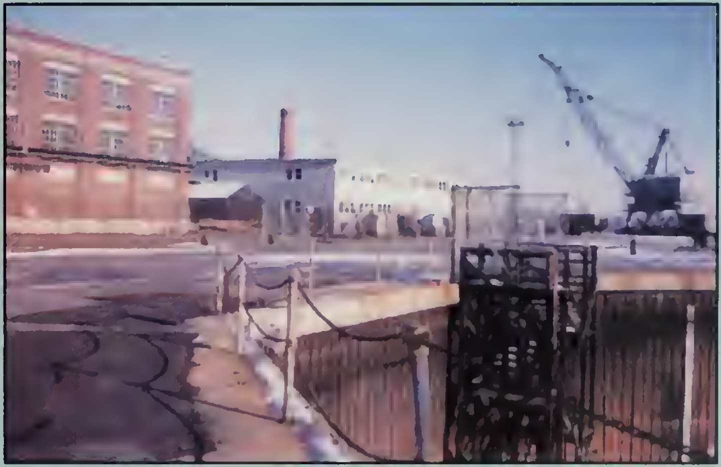
Building 197
For the most part, the Navy attempted to match architectural details when it added to buildings in peacetime. Thus, only slight differences in brick color distinguish between the original Building 197 and the 1950s' addition on its west side.



Building 199
The second of the yard's General Storehouses was connected to the Hemp House (Building 62) by the overhead conveyor at right. The small brick structure along the 5th Ave. side is Building 77, the garages for the Lower Officers Quarters. Note the safety sign and, in the distance, Building 114.



Building 200
The presence of cars in front of the Public Works Administration Building indicates that it was still occupied. Note the civilian yard policeman carrying a waste backet. By this time, the yard's Fire Department had already been disbanded.



Building 206
Building 206 provided locker room space for workers at the east end of the yard. Building 131 is at left. Note the stair/elevator tower at the head of Dry Dock 5 in the foreground and Portal Crane 210 on Pier 11. The chimney of the Incinerator (Building 203) can be seen above Building 206.

Boston NHP Superintendent Hugh D. Gurney (in uniform, second from right) accepts a plaque from the American Society of Civil Engineers designating Dry Dock 1 as a National Civil Engineering Landmark on Apr. 10, 1978.
BNHP

Apr. 10 Plaque designating Dry Dock 1 as an ASCE National Civil Engineering Landmark dedicated.

June 8 EDIC sued the United States seeking to obtain the portion of the South Boston Annex (2.18 acres) retained as an Army Reserve Center under the reversion clause of the original state conveyance of the property to the Navy.

USS *Cassin Young* (DD-793) transferred on loan to NPS for use as a museum ship at the Navy Yard.

July BRA issued demolition and site clearance contract covering demolition of Buildings 77, 143, 187, 191, 191A, 192, 192A, 200, 207, and 217 as well as various additions and exterior accretions on other buildings (31, 33, 38, 39, 58, 120) within Historic Monument Area.

July The BRA held a formal groundbreaking for the redevelopment of the Navy Yard. Representative Thomas P. "Tip" O'Neill was the featured participant.

July 7 Historic Monument Area (30.85 acres) transferred from GSA to the BRA.

July 22 State legislation terminating all state rights, title, and interest in Navy Yard property upon its transfer to the BRA approved.

Aug. Former Environmental Protection Agency (ex-Navy) covered barge entered Dry Dock 1 for conversion into boat landing stage at end of Pier 1 to enable harbor tour boats to dock at the Navy Yard; undocked in Nov. 1978.

Aug. 29 Portal Crane 62 returned to Navy Yard from Portsmouth Naval Shipyard.

Sept. 23 NPS awarded contract for installation of new 13.8kv electrical system from Chelsea St. to the Building 22 Substation; work was completed on Feb. 1, 1979.

Oct. 19 Permit issued for use of Pier 3 Marginal Wharf by Massachusetts Environmental Police.

Nov. 10 National Parks and Recreation Act of 1978 signed; legislation added Building 107 to Charlestown Navy Yard unit of Boston National Historical Park and authorized granting of right-of-way easements for Chelsea-Water Sts. Connector and Gate 4/5th St. highway projects.

Dec. 7 BRA entered into land disposition agreement with Immobiliare New England whereby it would lend the BRA funds for purchase of the New Development Area; actual transfer of property from the BRA to the developer would be on an "as needed" basis. Amendments to this agreement would be signed on July 12, 1984, and June 25, 1987.

1979

— Buildings 136 and 198 demolished.

Jan. EDIC received $1.59 million grant for renovations to Buildings 18, 32, and 53, as well as Dry Dock 3, at the Boston Marine Industrial Park.

Mar. 12 Portal Crane 63 returned to Portsmouth Naval Shipyard; crane had been on loan to the National Park Service since the spring of 1978.

Mar. 13 EDIC entered into three-year lease with PX Engineering for Building 16 at the Boston Marine Industrial Park.

Apr. Conversion of Building 28 for North Atlantic Historic Preservation Center completed.

Apr. BRA began utility reconstruction in the Navy Yard.

Apr. 2 NPS and BRA signed an Agreement to Exchange Real Property, covering right-of-way easements for Chelsea-Water Sts. and Gate 4/5th St. highway projects and transfer of Building 107 to NPS; agreement authorized immediate NPS access to Building 107 and temporary access to BRA parcels in the Navy Yard through NPS property.

May 10 EDIC and Massport signed memorandum of agreement on future development of former South Boston Annex and Boston Army Base.

May 21 Project Parcel (New Development Area) (58.4 acres) sold by GSA to the BRA for $1.74 million.

May 24 Building 42 (Parcel 2A1) conveyed to Building 42 Associates by the BRA.

Massport relinquished all right, title, and interest in the Charlestown Navy Yard to the BRA.

Massport relinquished all right, title, and interest in the former South Boston Annex to the EDIC.

June Immobiliare began redevelopment of Building 42 and demolition of buildings within the New Development Area not mandated for retention (Buildings 127, 196).

Oct. USS *Cassin Young* (DD-793) entered Dry Dock 1 for restoration; undocked in May 1981.

Nov. 27 EDIC entered into 90-year lease, effective Feb. 21, 1980, with Massport for 47 acres (37 submerged) on the North Jetty and Piers 1-4 at the Boston Marine Industrial Park.

Massport entered into 53.5-year sublease, effective Mar. 10, 1980, with the EDIC for Buildings 117 and 118 at the former Boston Army Base.

1980

— Shipyard Park Phase I completed; park was not formally opened until June 1983.

— Braswell Shipyards, which had leased Dry Dock 4 at the Boston Marine Industrial Park since 1976, closed.

Mar. 5 Amendment to EDIC Economic Development Plan for Boston Marine Industrial Park to incorporate former Army Base property approved.

Mar. 17 Rehabilitation of Pier 1 bulkhead, Finger Pier, and Auxiliary Pier (Pier 3) begun; work was completed on July 23, 1981.

June 16 EDIC entered into 20-year lease (with two ten-year extension options) with O'Connell Seafood Co. for Pier 7/Wharf 8 at the Boston Marine Industrial Park.

July 18 EDIC and Massport received license from the state to fill in the area between the West Jetty and Pier 4 of the Boston Marine Industrial Park.

Aug. Demolition of Building 204 began; NPS maintenance shop functions transferred to Building 107.

Sept. Building 245 moved from northwest corner of Navy Yard to its original location adjacent to Second Ave.

Sept. 8 Legislation signed adding Ropewalk (Building 58), Tar House (Building 60), and Chain Forge (Building 105) to Boston National Historical Park.

Sept. 10 NPS awarded a contract for installation of new 13.8kv electrical system in the Navy Yard unit of Boston NHP; work was completed in 1982.

Oct. 6 General Management Plan (GMP) for Charlestown Navy Yard unit of Boston National Historical Park approved.

Oct. 11 Guided missile frigate USS *Samuel Eliot Morison* (FFG-13) commissioned at Pier 1 West.

Nov. 5 Work on roadway reconstruction in the BRA portion of the yard, including 5th St., began.

1981

Apr. 1 EDIC entered into ten-year lease (with a five-year extension option) with General Ship Corp. for Piers 5 and 6 and Dry Dock 4 at the Boston Marine Industrial Park.

Apr. 28 NPS leased Building 32 to the Boston Marine Society.

May 28 NPS awarded ownership of Hoosac Stores (0.61 acres) adjoining Charlestown Navy Yard following successful eminent domain proceedings.

June 1 The former Naval Support Activity (15.58 acres), the remaining portion of the "E" Street Annex, sold to the Massachusetts Port Authority for $1.4 million.

June 19 Contract for moving Navy Yard Boundary Wall along Chelsea St. west of Building 21 awarded to Alar Corp. The work, which was necessary to accommodate Chelsea-Water Sts. highway project, was completed in Apr. 1982.

June 27 USS *Cassin Young* (DD-793) opened to the public as a museum ship.

Aug. 7 NPS awarded contract for rehabilitation of Scale House (Building 19); work completed in early 1982.

Oct. 1 BRA awarded contract for Shipyard Park Phase II (Pier 4); project, including Town Dock public landing facility, was completed in 1983.

Nov. BRA designated Incubator Associates as tentative developer of Building 36 and First Charlestown Development Corp. as developer of Buildings 33, 34, 38, and 39.

Nov. 9 EDIC terminated lease with O'Connell Seafood for Pier 7/Wharf 8 at the Boston Marine Industrial Park for default and entered into 20-year lease (with two ten-year extension options) with VH Corp. for the same property.

1982

— East Extension of Building 104 demolished.

— Restoration of Muster House (Building 31) completed.

Mar. 24 Pier 6 (Parcel 1B1, 2B, 2B1) conveyed to Shipyard Marina Trust and Parcels 2C, 3D sold to Shipyard Quarters Trust by the BRA.

The rehabilitated destroyer USS *Cassin Young* (DD-793) opened to the public as a museum ship in a ceremony held at her berth at Pier 1 East on June 27, 1981. Taking place at the traditional location of Navy ship commissionings, the program followed much the same format. *BNHP*

Mar. 26 EDIC entered into 20-year lease (with a ten-year extension option) with Park Realty Trust for Building 14 at the Boston Marine Industrial Park; property subleased to Matt J. McDonald Co.

June Constitution Quarters (Building 42) conversion completed.

June Shipyard Quarters Marina at Pier 6 completed.

July Utility reconstruction completed in BRA portions of Navy Yard.

July 15 EDIC entered into 20-year lease (with two five-year extension options) with John J. Daly Inc. for Building 18 at the Boston Marine Industrial Park.

Oct. 12 EDIC entered into 20-year lease (with two ten-year extension options) with Purolator Courier Corp. for Parcel D at the Boston Marine Industrial Park.

Dec. 14 EDIC entered into 15-year lease (with two five-year extension options), effective Oct. 1, 1982, with Au Bon Pain for Building 29 at the Boston Marine Industrial Park.

1983

Jan. 13 Conversion of second floor of Marine Barracks into dormitory-style housing for NPS seasonal employees approved by NPS North Atlantic Regional Office.

Mar. 31 The city submitted a formal proposal to establish a Navy homeport at the former Boston Army Base.

July 13 EDIC entered into 20-year lease (with two five-year extension options) with Stavis Seafoods for Building 17 at the Boston Marine Industrial Park.

July 19 EDIC purchased 23.67 acres of the Boston Army Base, including Building 114, from GSA for $3.5 million.

July 28 Navy decided against establishing a homeport in Boston.

Sept. 15 EDIC entered into 50-year lease (with 25 one-year extension options) with DLJ-Hoffman Inc. for Sections B, C, and D of Building 114 at the former Boston Army Base; lease was later transferred to Boston Harbor Partners.

Oct. Gate 4/5th St. opened to traffic.

Dec. BRA designated Congress Group, Inc. as developer of Buildings 149 and 199.

In the early 1980s, the New England Historic Seaport constructed the sail training schooner *Spirit of Massachusetts* alongside Dry Dock 2. Here, the vessel is lowered into the dock by a floating crane during her launching on Apr. 28, 1984. *Warren Fuller, BNHP*

Dec. 8 City of Boston accepted portions of First and Third Aves. and 5th, 6th, 7th, 8th, and 9th Sts. as public streets.

1984

Jan. 20 Phase I of Pier 2 rehabilitation project (bents 0-10) completed.

Apr. 28 Sail training vessel *Spirit of Massachusetts* launched; commissioned on June 3, 1984.

May 23 BRA designated Incubator Associates as the developer of Building 36.

June BRA awarded contract for demolition of sections of Pier 3.

July 12 Shipways 1 (Parcels 3E, 3F) conveyed to Immobiliare New England by the BRA.

July 27 Replacement of deck on Dry Dock 1 Caisson completed.

July 31 Massport entered into 20-year sublease (with one ten-year extension option) of 24 acres on the North Jetty to Boston Port Service for operation of an autoport for Subaru.

EDIC entered into a 20-year lease with Boston Port Service for Building 31 at the Boston Marine Industrial Park.

Aug. 14 Master deed by Immobiliare New England established Shipways Condominium, covering Shipways Place I townhouses.

Oct. 2 John J. Burchill assumed position of Superintendent of Boston National Historical Park.

Dec. Bronstein Industrial Center completed its development of 800,000 square feet in Sections B-D of Building 114 at the former Boston Army Base.

Dec. 27 BRA entered into 80-year lease with Incubator Associates for Building 36.

1985

Jan. Rehabilitation of Ironsides Place/100 First Ave. (Building 36) began.

Feb. 8 BRA conveyed Building 107 (0.47 acres) to the NPS; NPS had previously occupied the building under an agreement signed on Apr. 2, 1979.

Feb. 9 NPS granted right-of-way easements for the portions of Constitution Rd. and Chelsea St. (Chelsea-Water Sts. Connector) within the Navy Yard unit of Boston NHP (0.95 acres) to the BRA.

Feb. 15 EDIC entered into a 15-year lease with Coastal Cement Corp. for Parcel K at the former Boston Army Base for construction of a bulk cement terminal. The lease was extended on May 1, 1999, to 25 years with four five-year extension options.

Mar. 13 Six-alarm fire damaged Building 103; reportedly started by torch being used by workers rehabilitating the structure.

Mar. 21 EDIC entered into 50-year lease with New England Design Center for Sections E and F of Building 114 at the former Boston Army Base.

Apr. BRA designated Basilica Associates as developer of Building 106.

Apr. 12 BRA conveyed Shipways 2 (Parcels 3G, 3H, 3K) and Pier 8 (Parcels 3B1, 3C1, 2C, 3J) to Immobiliare New England and Building 103 (Parcel 3A) to Building 103 Associates LP.

Apr. 22 Reconstruction of Truck Scale (Structure 235) completed.

May 23 BRA entered into 80-year lease with Constitution Office Park Associates for Building 149 and with Navy Yard Parking Associates/LNRC Venture for Building 199.

June 3 Phase II of Pier 2 rehabilitation project, covering bents 10-27, completed.

Summer Chelsea-Water Sts. Connector project completed.

July 17 EDIC entered into 20-year lease (with two five-year extension options) with John Nagle Co. for Building 53 at the Boston Marine Industrial Park.

Sept. Shipyard Quarters Marina at Pier 8 completed.

Sept. Boston Design Center opened in Sections E-F of Building 114 at the former Boston Army Base.

Oct. 31 BRA entered into 65-year lease with John Paul Jones LP for Building 120.

Nov. 22 Master deed for Shipways Condominium amended to include Shipways Place II townhouses.

Dec. Rehabilitation of the Anchorage (Building 103) completed.

Dec. 4 NPS granted right-of-way easement for 5th St. (0.83 acres) to the BRA.

Dec. 18 BRA entered into 80-year lease with Navy Yard Plaza Development–34 for Building 34.

1986

— First floor of Marine Barracks (Building 1) rehabilitated as offices for Boston NHP Superintendent.

Jan. 14 USS *Cassin Young* (DD-793) designated as National Historic Landmark.

Jan. 31 BRA entered into 65-year lease with Captain's Quarters LP for Building 266 (Quarters L-M-N-O).

Mar. 10 Master deed for Shipways Condominium amended to include Shipways Place Garage.

Mar. 20 BRA designated New Medico/Kendall Group as developer of Building 62; Conroy-Heafitz Development Team as developer of Building 96; and Boston Investment & Development Co. as developer of Building 108.

Apr. EDIC renamed streets at Boston Marine Industrial Park to avoid duplication with existing South Boston street names.

May Black Falcon Cruise Terminal in Building 119 at the former Boston Army Base opened by Massport.

May 1 BRA designated the Congress Group and Immobiliare New England as the tentative developer of Building 105.

The massive Storehouse (Building 114) at the former Boston Army Base was rehabilitated in three phases between 1984 and 1988. The west end was developed as the Boston Design Center, a name commonly but erroneously applied to the entire structure. *Flansburgh Associates*

June 16 Rehabilitation of Navy Yard Parking Facility (Building 199) completed.

July 8 Pier 7 (Parcel 3B) conveyed to Immobiliare New England by the BRA.

July 11 BRA entered into 80-year lease with Basilica Associates I for Building 106.

July 25 Navy Yard Realty Trust purchased the Navy Yard holdings of Immobiliare New England, including Shipways 1 and 2 and Piers 7 and 8.

July 31 BRA entered into 80-year lease with Navy Yard Plaza Development Associates-33 for Building 33.

Sept. 2 Phase III of Pier 2 rehabilitation project, covering bents 27-33, begun.

Sept. 3 Rehabilitation of Parris Building (Building 34) completed.

Sept. 9 BRA awarded contract for Shipyard Park Phase III; work was completed in late 1988.

Sept. 23 Rehabilitation of Captains Quarters (Quarters L-M-N-O/Building 266) completed.

Oct. 12 First Annual Commemorative Sea Trials of USS *Cassin Young* held.

Oct. 30 Rehabilitation of John Paul Jones House (Building 120) completed.

Nov. 4 Memorandum of Agreement between NPS and Massachusetts State Historic Preservation Officer regarding partial demolition of Marine Railway 11 ratified by Advisory Council on Historic Preservation.

Dec. 30 Lease of Building 149 transferred to Navy Yard–Biotechnical Research Associates; majority of space in Building 149 subleased to Massachusetts General Hospital.

1987

— East end of second floor of Building 107 rehabilitated as offices for Boston NHP Maintenance Division.

— Harpoon Brewery began operations in Building 53 at the Boston Marine Industrial Park.

Mar. 26 Revisions to GMP for Charlestown Navy Yard unit of Boston NHP approved.

Apr. 6 Water shuttle service commenced between Pier 4 and Long Wharf in downtown Boston.

Apr. 14 Master deed by Navy Yard Realty Trust established Constellation Wharf Condominium on Pier 7.

May 12 U.S. Coast Guard issued first pollution notice regarding creosote from Pier 2 Phase III reconstruction; project was terminated on Aug. 7, 1987, prior to completion.

June Coastal Cement completed construction of cement terminal and Pier 10 Park on the site of the former Boston Army Base Power House.

June Courageous Sailing Center established on Pier 4.

June 27 EDIC received approval from Massachusetts Department of Environmental Quality Engineering for reconstruction of Pier 10 at the Boston Marine Industrial Park.

June 30 Rehabilitation of Billings Building (Building 33) completed.

July 9 BRA entered into 80-year lease with Navy Yard Plaza Development Associates–39 for Building 39.

Sept. 1 Rehabilitation of The Basilica (Building 106) completed.

Sept. 30 Master deed by Basilica Associates I established Basilica Leasehold Condominium in Building 106.

Oct. 1 EDIC entered into 45-year lease (with two ten-year extension options) with Drydock Associates for Section A of Building 114 at the former Boston Army Base.

Oct. 27 Building 197 (Parcel 1A1) conveyed to Flagship Wharf Realty Trust by the BRA.

Dec. 21 Parcel 4A-1 conveyed to Bricklayers & Laborers Non-Profit Housing Corp. by the BRA; conveyance included release of interest in the property by Immobiliare New England.

Dec. 22 Rehabilitation of Building 149 as Massachusetts General Hospital Biomedical Research Center completed.

1988

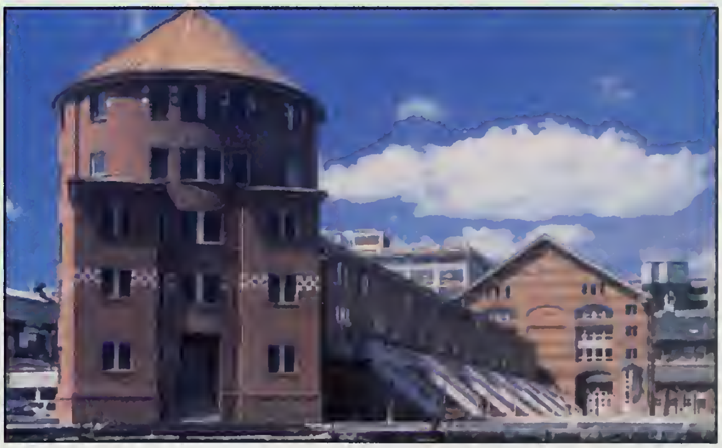
May 26 The Army granted easements to EDIC over portions of the Army Reserve Center at South Boston for access to Building 17 (0.02 acres), the reconstruction of the entrance into the Boston Marine Industrial Park from Summer St. (0.31 acres), and a landscaped park (0.07 acres).

June 30 BRA entered into 80-year lease with Navy Yard Plaza Development Associates-38 for Building 38.

BRA designated NAGE Properties Inc. as developer of Parcel 150.

July 1 BRA entered into 65-year lease with Joinery Shop Associates for Building 114.

July 9 BRA entered into 65-year lease with the Building 62 LP for Building 62.



Architect William Rawn's design for the Navy Yard Rowhouses created a modern complex that was sympathetic to the scale and vocabulary of the historic Navy Yard. *designadvisor.org*

July 20 Rehabilitation of Carriage Building (Building 39) completed.

Aug. 11 GSA sold the retained portion of the Boston Army Base (35.6 acres) to the Massachusetts Port Authority for $3,375,000.

Aug. 23 Portal Crane 30 (ex-63) returned to Navy Yard from Portsmouth Naval Shipyard.

Sept. New England Aquarium announced intentions to relocate from Central Wharf in Downtown Boston to Dry Dock 2 in the Navy Yard.

Sept. 23 BRA entered into 65-year lease with Boston Harbor Investment Group Inc. for the Building 79.

Oct. Navy Yard Rowhouses, developed as affordable housing by the Bricklayers & Laborers Non-Profit Housing Corp., completed.

1989

— West end of second floor of Building 107 rehabilitated for use by Boston NHP Cultural Resources Division.

Feb. 5 Boston NHP entered into agreement to house what has become the Northeast Museum Services Center, first in Building 125 and later in the Marine Barracks and Quarters C (Building 265).

Apr. 19 EDIC and Government Land Bank reached a $4.3 million settlement with the federal government for the taking of 67 acres for the South Boston Annex during World War II; agreement included transfer of Army Reserve parcel (2.18 acres) to the Land Bank.

May 22 Master deed by Bricklayers & Laborers Non-Profit Housing Corp. established Charlestown Navy Yard Rowhouses Condominium.

June 29 Shipyard Galley food concession opened in Building 10. Lease of Building 79 transferred to Building 79 Associates.

July In face of opposition to its proposal to relocate to Dry Dock 2 at the Navy Yard, the New England Aquarium decided to relocate to Dry Dock 5 instead.

Aug. 7 EDIC conveyed 1.703 acres of the Boston Marine Industrial Park to the U.S. Army for $1.2 million.

Aug. 9 Leases of Buildings 149 and 199 transferred to Massachusetts Industrial Finance Agency.

Fall Dry Dock 3 Park at Boston Marine Industrial Park completed.

Dec. 29 EDIC signed an option agreement with Harbor Gateway Associates for 75-year lease covering a five-building development complex at the Boston Marine Industrial Park.

1990

Jan. BRA released new master plan for Navy Yard; focus was on Yard's End area.

Mar. 27 Master deed by Flagship Wharf Realty Trust established Flagship Wharf Condominium in Building 197.

Mar. 29 BRA approved Bricklayers & Laborers Non-Profit Development Corp. as developer of Building 104.

May 10 BRA designated the New England Aquarium as the tentative developer of Dry Dock 5.

May 18 BRA entered into 65-year lease with Building 96 Associates for Building 96.

SHIPYARD
BLDG.
10
GALLEY

Boston Concessions Group President Joseph O'Donnell (fourth from left) and Boston NHP Superintendent John Burchill (third from right) cut the ribbon at the opening of the Shipyard Galley food service concession on June 29, 1989. *BNHP*

June 20 EDIC entered into 45-year lease with MIP Parking Facility Trust for the construction and operation of a parking garage on Parcel E [Y] at the Boston Marine Industrial Park; property immediately subleased to EDIC.

July 23 EDIC entered into 20-year lease with Boston Thermal Cogeneration Corp. for a portion of Parcel F [X] at the Boston Marine Industrial Park; lease included four ten-year extension options, but was terminated on Dec. 27, 1990, prior to its July 1, 1991, effective date.

Sept. SS *Martha's Vineyard*, a former coastal passenger vessel, sank at Pier 11; her remains were subsequently scrapped.

Sept. 7 In formal comments on the proposed BRA master plan for the Navy Yard, the NPS repeated previous refusal to allow move of Building 75 from the Historic Monument Area to Parcel 6 in the New Development Area.

Sept. 28 BRA entered into a revised land disposition agreement with Immobilaire New England; major focus of the revisions was to reflect the possible relocation of the New England Aquarium to Dry Dock 5.

Oct. 11 BRA approved its revised master plan for Navy Yard.

Dec. City of Boston Zoning Commission approved new zoning regulations for the Navy Yard that increased maximum building heights.

1991

— New Central Parking Structure with a 1,100-car capacity completed at the Boston Marine Industrial Park.

— Flagship Wharf (Building 197) development completed.

July Building 206 destroyed by fire.

July 19 Amendment to design guidelines for the New Development Area approved.

Aug. 26 BRA entered into 65-year lease with Parcel 150 Associates Joint Venture for Parcel 150.

May 30 Massachusetts Highway Dept. issued first order taking easements at the Boston Marine Industrial Park for construction of the Third Harbor (Ted Williams) Tunnel.

Sept. 14 The American Society for Nondestructive Testing designated Building 34 as an ASTN Historic Landmark.

Queen Elizabeth 2
SOUTHAMPTON

Since acquiring the South Boston Annex, the City of Boston has leased Dry Dock 3 to private ship repair firms. This Aug. 28, 1992, view shows *Queen Elizabeth 2* in the dock for inspection and emergency repairs after the Cunard liner had gone aground in Vineyard Sound off the southern Massachusetts coast. *Stephen P. Carlson, BNHP*

Oct. 25 Naval Historical Center Detachment, Boston established with Charles Deans as Director; included *Constitution* Maintenance & Repair Group and other functions formerly provided by SUPSHIPS Boston.

Dec. Caisson for Dry Dock 1 returned following drydocking and overhaul at a shipyard in East Boston.

Dec. 2 Building 104 (Parcel 3I) conveyed to Bricklayers & Carpenters Charlestown Non-Profit Development Corp. by the BRA; property is immediately reconveyed to Building 104 LP.

Dec. 3 Lease of Building 62 transferred to Building 62 Corp.

1992

Apr. 15 BRA issued Charlestown Navy Yard Pier Management Plan covering future use and development of Piers 3 through 11.

June Developers for the Whydah Pirate Ship announced plans to locate in the Yard's End area of the Navy Yard.

July 7 U.S. Army Corps of Engineers issued a public notice summarizing its proposed activities in the Navy Yard under the Defense Environmental Restoration Program-Formerly Used Defense Sites (DERP-FUDS).

July 9 U.S. Coast Guard promulgated regulations establishing a safety zone around USS *Constitution* both while underway and at her Pier 1 berth.

July 11 Sail Boston 1992, celebrating Columbus Quincentenary, opened; continued through July 16. Charlestown Navy Yard, South Boston Annex, and Boston Army Base (Black Falcon Pier) were major berthing locations for both Navy and Tall Ship participants.

July 21 Lease of Building 62 transferred to MGH Professional Services Corp.

July 22 Massachusetts Highway Dept. received license for the construction and use of a temporary barge loading facility in the Massport Marine Terminal in connection with the Central Artery/Tunnel project.

Aug. 5 Lease of Building 38 transferred to Nantucket Development Corp.

Sept. 24 New England Aquarium formally withdrew plans to move to Dry Dock 5 at the Navy Yard.

Sept. 25 USS *Constitution* entered Dry Dock 1 for restoration; undocked on Sept. 26, 1995.

Oct. 19 In face of opposition from the National Park Service and others, developers of the Whydah Pirate Ship withdraw plans to locate at the Navy Yard.

1993

— Rehabilitation of Cooper Building (Building 38) completed.

Jan. 14 Lease of Building 106 transferred to Building 106 LP.

June A.C. Cruise Lines began operations from Wharf 8 at the Boston Marine Industrial Park.

July 27 Massachusetts Korean War Veterans Memorial dedicated in Shipyard Park.

Aug. 19 First Annual Boston Seaport Festival held at Charlestown Navy Yard; continued through Aug. 22.

Sept. 2 Lease of Parcel 150 transferred to Massachusetts Trustees of the International Committee of Young Men's Christian Association for Army and Navy Work Inc.

Sept. 13 Groundbreaking ceremony held for USS Constitution Museum expansion project.

Sept. 14 U.S. Coast Guard promulgated regulations establishing a safety zone around USS *Cassin Young* while underway.

Oct. 16 BRA certified that Armed Forces YMCA building on site of Building 150 was substantially complete; structure was first totally-new building built within the Historic Monument Area of the Navy Yard.

Dec. 1 BRA entered into 65-year lease with Building P Associates for Quarters P, effective from June 17, 1993.

Dec. 28 BRA and EDIC merged into a single agency, uniting the city redevelopment of the Navy Yard and the Boston Marine Industrial Park.

1994

— U.S. Army Corps of Engineers completed cleaning and filling of Fuel Oil Tank (Structure 220) under lawn of Commandant's House and associated fuel oil lines; work also included removal of other above- and underground storage tanks in the BRA portions of the Navy Yard.

— Rehabilitation of Hemp House (Building 62), Timber House (Building 75), Boiler House (Building 79), Power House (Building 96), and Officers' Quarters (Quarters P) completed.

Apr. 1 BRA granted license to NPS for use of eastern portion of Baxter Road within Shipyard Park parcel.

Apr. 10 Construction of Gate 6 began with demolition of wing of Building 114; gate opened to traffic in 1997.

Apr. 14 Lease of Building 33 transferred to Building 33 Realty Trust.

Apr. 27 BRA entered into 65-year lease with BioLease Inc. for Building 75.

Aug. 18 Second Annual Boston Seaport Festival held on Pier 1; continued through Aug. 21.

Sept. 19 Lease of Building 33 transferred to Kilkee LP.

Nov. 10 *Serving the Fleet* exhibit on Navy Yard history opened in Building 125.

1995

— U.S. Army Corps of Engineers completed demolition of Buildings 203, 206, and 277, as well as Piers 9 and 10 and the Marine Railway superstructure.

— EDIC entered into a license agreement for the use of Dry Dock 3 by Boston Ship Repair.

Jan. 26 Leases of Building 149 and 199 transferred to Massachusetts Biomedical Research Corp.

Mar. 25 Massachusetts Bay Transportation Authority established bus route 93.2, a variation of route 93, Sullivan Sq. to Downtown Crossing via Bunker Hill St., through the Navy Yard, the first public transportation service within the yard.

Apr. 1 EDIC entered into 5-year lease (with a two-year extension option), effective from Nov. 1, 1995, with Boston Sand & Gravel for Building 16 at the Boston Marine Industrial Park.

May 15 EDIC entered into 10-year lease, effective from Apr. 1, 1996, with Geo-Trans International (Boston Freight Terminals) for Building 19 at the Boston Marine Industrial Park.

July EDIC entered into a license agreement with the Federated Dorchester Neighborhood Houses for the establishment of the Big Dig Diner as a culinary training school at the Boston Marine Industrial Park.

Dec. 15 Ted Williams Tunnel under Boston Harbor opened between South Boston and East Boston. Tunnel Vent Building 6 was built in the Massport Marine Terminal in the vicinity of former Pier 4 at the South Boston Annex.

1996

Jan. 18 Boston Mayor Thomas M. Menino proposed the sale of the Boston Marine Industrial Park.

Feb. 8 Lease of Building 38 transferred to Building 38 Ventures.

Mar. 28 HMY *Britannia* arrived at Pier 1 for a port visit continuing until Apr. 8, 1996. Boston NHP implemented its first high-security plan for the event.

Mar. 31 Mare Island Naval Shipyard disestablished.

Apr. 1 Charleston Naval Shipyard disestablished.

Apr. 25 SS *Nobska* entered Dry Dock 1 for restoration.

July 26 USS Constitution Museum opened new exhibit galleries in Building 28.

Aug. 15 EDIC designated Boston Seafood Distribution Center as developer of Parcel X, the site of the demolished Building 30, at the Boston Marine Industrial Park.

Sept. 26 Philadelphia Naval Shipyard disestablished.

Nov. 1 Lease of Building 120 transferred to JRC Ventures.

1997

Jan. 10 EDIC entered into 60-year lease with New Boston Seafood Center for Parcel X at the Boston Marine Industrial Park.

In 1994 the U.S. Army Corps of Engineers removed the underground fuel tanks outside of the Power Plant (Building 108) in the Navy Yard. Two years later, the Corps returned to the site to ensure that all contaminated soil in the area had been removed. *U.S. Army Corps of Engineers*

USS Constitution Museum Executive Director Burt Logan, Membership Secretary Marilyn Scanlan, and Boston NHP Deputy Superintendent Peter Steele cut the ceremonial ribbon opening the South Courtyard of the expanded USS Constitution Museum. The Oct. 5, 1997, ceremony marked the completion of the Museum expansion project. *Dan McCarthy, BNHP*

Apr. 4 NPS assumed operation of Bunker Hill Pavilion as Navy Yard Visitor Center.

Apr. 4 BRA entered into 65-year lease with MJC Realty Trust for the Muster House (Building 31).

July 1 Massachusetts Highway Dept. transferred ownership of Vent Building 6 to Massachusetts Turnpike Authority.

July 21 USS *Constitution* sailed under own power for first time since 1881.

Sept. 30 Long Beach Naval Shipyard disestablished.

Oct. 5 USS Constitution Museum expansion project completed with dedication of South Courtyard (formerly 5th St.).

Dec. U.S. Army Corps of Engineers entered into a Memorandum of Agreement with the NPS, BRA, and other parties governing proposed cleanup of hazardous materials present in the Chain Forge (Building 105) and on the equipment in the structure.

Dec. 23 Lease of Building 106 transferred to Basilica Realty Corp.

1998

Jan. 13 Leases of Buildings 79 and 96 transferred to ARE-79/96 Charlestown Navy Yard LLC.

Mar. 24 Master deed by New Boston Seafood Center established New Boston Seafood Center Leasehold Condominium covering Building 1 (310-312 Northern Ave.) and Building 2 (5-7 Fid Kennedy Ave.) on Parcel X.

Apr. 22 Junior League of Boston Decorators' Show House opened in the Commandant's House (Quarters G). The event continued through May 22.

June 9 Chief of Naval Operations Adm. Jay L. Johnson announced that future operations of USS *Constitution* would be restricted to the sheltered waters of Massachusetts Bay, ending plans for the frigate to visit other ports.

July 23 USS *Constitution* Bicentennial Salute held at Charlestown Navy Yard and at Boston Army Base (Black Falcon Terminal) through July 28.

Aug. Boston NHP entered into an agreement to provide space in Building 1 for the Boston Academy of Music.

Dec. 28 Lease of Building 120 transferred to Navy Yard Dispensary Building LLC.

The Navy Yard has had long associations with Massachusetts' two most prominent political families. As President, John Adams approved the establishment of the yard, while his great-great-great grandson Charles Francis Adams IV was a founder of the USS Constitution Museum. The association with the Kennedy family was more recent. At left, U.S. Representative John F. Kennedy speaks at the Nov. 17, 1949, recommissioning of USS *Cony* (DD-508). At right, his brother, U.S. Senator Edward M. Kennedy, addresses an Apr. 7, 1998, ceremony marking the bicentennial of the U.S. Public Health Service. *BOSTS-10799 (left); Richard A. Tourangeau, BNHP (right)*

1999

— Buildings 131, 165, 165A, 178, and 193 demolished.

— Rehabilitation of Building 79 completed.

Feb. 11 Massachusetts Department of Environmental Protection issued determination of eligibility permitting construction of Harborlights Pavilion performance center on Wharf 8 at the Boston Marine Industrial Park.

Mar. 30 The elevated walkway and stairs extending from Building 10 across 3rd St. onto Pier 1 removed.

Apr. 16 Lease of Building 33 transferred to Harbor Development Associates and Building 33 LLC; Harbor Development Associates immediately transferred its interest to Building 33 LLC.

May 20 Massport entered into 50-year lease with International Cargo Port-Boston for Buildings 117 and 118 at the former Boston Army Base.

June 14 EDIC entered into 25-year lease (with four ten-year extension options) with 5-11 Drydock LLC for Parcel B at the former Boston Army Base for construction of a new building for North Coast Sea-Foods.

July 12 BankBoston Pavilion performance center on Wharf 8 at the Boston Marine Industrial Park opened.

July 23 Ninth Annual Boston Seaport Festival held on Pier 1; event continued through July 25.

July 27 BRA issued certificate of completion for second phase of restoration of Muster House (Building 31).

July 28 Lease of Muster House (Building 31) sold to Royalston Trust.

Aug. 3 Lease of Building 114 transferred to Massachusetts Biomedical Research Corp.

Sept. 3 The NPS awarded a contract for the repaving of public roads within the NPS area of the Navy Yard; work, which included stabilization of the Pier 1 bulkhead and resurfacing of the concrete deck around end of Pier 1, was substantially completed in June 2000.

Dec. 10 EDIC entered into 66-year lease with Demetri Enterprises for Building 54 at the Boston Marine Industrial Park.

2000

— South Pier Shed (Building 118) at the former Boston Army Base converted into the International Cargo Port; project also saw demolition of North Pier Shed (Building 117).

Feb. 17 Massport entered into 30-year sublease with Pilot Seafood Properties for Parcel M-3 (8 Seafood Way) in the Massport Marine Terminal.

Mar. 1 Deputy Superintendent Peter Steele became Acting Superintendent of Boston NHP upon the resignation of Superintendent John Burchill.

May 13 Marine Barracks (Quarters I), oldest Marine Barracks in United States, rededicated.

June 30 Production of operetta *HMS Pinafore* mounted on Pier 1 with USS *Constitution* as backdrop; performances continued through July 2.

July 11 Sail Boston 2000 opened; continued through July 16. Charlestown Navy Yard, Boston Marine Industrial Park, and Black Falcon Terminal were major berthing locations for both Navy and Tall Ship participants.

Sept. 2 Navy Yard Workers Reunion celebrated the bicentennial of the establishment of the Charlestown Navy Yard; two-day event included special reunion cruise on USS *Cassin Young* on Sept. 3.

Sept. 18 Lease of Building 36 transferred to MGH Institute of Health Professions.

Nov. 21 Terry W. Savage assumed position as Superintendent of Boston NHP.

Dec. 8 Navy Galley in Building 5 named for MS3 Ronchester Santiago, a former USS *Constitution* crewmember killed in the Oct. 12, 2000, terrorist attack on USS *Cole* (DDG-67).

2001

May 16 Boatworks Building (Building 114) opened following completion of rehabilitation.

July U.S. Army Corps of Engineers completed project to clean Chain Forge equipment as part of its efforts to remediate hazardous materials found in Building 105.

USS *Constitution* Bicentennial Salute: A Gallery

THE CHARLESTOWN NAVY YARD unit of Boston National Historical Park has been the scene of numerous special events. This gallery features images from one such occasion, the July 1998 USS *Constitution* Bicentennial Salute, and is adapted from an article which first appeared in the park's newsletter, *The Broadside*. (All photos by Julia Mize and Richard Tourangeau, Boston NHP.)

Noontime threatening skies on Thursday, July 23, turned into a full-fledged summer thunderstorm that chased *Constitution* back into her Bicentennial Park berth.

By Friday, July 24, skies had cleared and people started to swarm to Bicentennial Park to visit the three tall ships, including ARA *Libertad* (Q-2) at Pier 1 East, and sample the offerings of the many food vendors.

Beat Retreat

On Friday evening, Her Majesty's Royal Marine Band Plymouth (above) performed Beat Retreat in the Navy Yard. They were joined in these drills by the U.S. Marines and the crew of USS *Constitution* (right). For visitors to the yard during the week before the celebrations could experience the Marines rehearsing their drills (below) on the parade ground of the Marine Barracks.

Captains' Reception

The Commandant's House was the venue for a Friday evening Captains' Reception. The 1812 Marines formed the honor guard as Britain's Prince Andrew (top of stairs) and USS *Constitution* Commander Christopher Melhuish arrived.

USS *Constitution* Bicentennial Salute: A Gallery

Bicentennial Salute

Among the many musical groups playing to the wandering crowds was the Metropolitan District Commission band.

This entrant appeared the most spirited contestant in Saturday evening's Parade of Lights.

Masts and flags as far as the eye could see greeted visitors and brightened up the Navy Yard for the weekend. USCG *Eagle* (WIX-327) is berthed at Pier 1 behind USS *Constitution*.

Saturday and Sunday, July 25 and 26, saw record crowds (estimated at 100,000 on Saturday alone) visit Bicentennial Park to experience the ships and other activities.

There were plenty of park rangers on hand to assist visitors so that they could find their way to the many activities. (Above left) The long shadows indicate the late hour as Nneka Jenkins and Ebony Robinson direct visitors on Saturday near Gate One. (Above) There were plenty of free handouts from tables throughout the yard. (Left) The younger visitors were treated to special programs. Here Ranger Juliet Friedman helps some children learn to spell their names with signal flags.

July 20 A monument to memorialize all seven naval vessels named *Boston* featuring the bell from USS *Boston* (CAG-1) dedicated on Pier 1.

Aug. 2 BRA designated Kenney Development Co. as the developer of Parcel 39A.

Aug. 23 Lease of Building 19 at Boston Marine Industrial Park transferred to International Cargo Development LLC.

Sept. 6 Pilot Seafood Distribution Center at the Massport Marine Terminal opened.

Sept. 11 Following the terrorist attacks on the World Trade Center and the Pentagon, the Charlestown Navy Yard unit of Boston NHP closed to the public; the site reopened on Sept. 29, with increased security in place.

Oct. 19 EDIC entered into 40-year lease (with a ten-year extension option) with Wharf 8 Associates for Building 56 at the Boston Marine Industrial Park.

Nov. 8 USS *Constitution* reopened for public tours; ship had been closed since Sept. 11, 2001. Reopening included the institution of security screening of all visitors to the ship.

2002

Apr. 4 Massachusetts Department of Environmental Protection approved construction of 300-space addition to Central Parking Structure at the Boston Marine Industrial Park.

May 4 Ropewalk (Building 58) severely damaged by nine-alarm arson fire.

July 11 City of Boston accepted additional portions of First and Third Aves. as well as Fourth and Fifth Aves. and 13th and 16th Sts. as public streets.

Aug. 13 Hull Lifesaving Museum's Navy Yard Rowing Center boat shop on Pier 2 destroyed by arson fire.

Sept. 13 Dry Dock 3 Park dedicated as Brian R. Skerry Memorial Park.

Oct. 8 Amendments to design guidelines for the Historic Monument Area, including those for Buildings 58, 60, 75, 105, 114, and 199, as well as Gate 6, approved by the National Park Service.

Dec. 20 Massport entered into 17.5-year sublease (with one four-year and six five-year extension options), effective Oct. 7, 2002, with Legal Sea Foods for Parcel M-4 (1 Seafood Way) in the Massport Marine Terminal.

USS *Cassin Young*, a veteran of World War II in the Pacific, served as an appropriate backdrop and stage for an Aug. 2003 staging of the musical *South Pacific*. *Clive Grainger*

Boston National Historical Park Superintendent Terry W. Savage (center) is seen with Secretary of the Interior Gale L. Norton during the secretary's visit to the Charlestown Navy Yard on May 28, 2003. Park Public Affairs Officer Sean Hennessey is at left. *BNHP*

2003

Jan. 13 Offices of Boston Academy of Music in Building 1 damaged by fire.

May 3 Installation of hydraulic security barriers (Structure 285) on First Ave. completed.

May 22 BRA approved issuance of license to Testa Corp. for use of Pier 11 as laydown space during demolition of the Central Artery.

June 20 Repairs to fire damage of Ropewalk (Building 58) completed by the BRA.

July Conversion of Building 265, Quarters B, into office space for Interpretation Division of Boston National Historical Park completed.

July 31 EDIC designated Preferred Freezer Services as the developer of Building 16 at the Boston Marine Industrial Park; this superseded a Nov. 14, 2002, designation of Highland Marine LP as developer of this structure.

Aug. 8 Production of the musical *South Pacific* mounted on Pier 1 with USS *Cassin Young* as backdrop; performances continued through Aug. 10, 2003.

Aug. 22 Big Dig Dinner at the Boston Marine Industrial Park closed

Sept. 29 Security Screening Facility (Building 287) for USS *Constitution* visitors constructed on Pier 1.

Nov. New Legal Sea Foods facility in Massport Marine Terminal seafood district dedicated.

2004

Jan. 22 Lease of International Cargo Port at the former Boston Army Base transferred to AMB Fund III Boston.

Mar. 11 BRA entered into land disposition agreement with Carlyle CQ Boston for Building 42.

Mar. 25 Carlyle CQ Boston purchased Building 42 along with Parcels 2C and 3D.

Apr. 20 Junior League of Boston's Decorators Show House opened in the Commandant's House; event continued through May 27.

Apr. 21 NPS assigned structure numbers to previously unnumbered Navy structures and new structures erected within its portion of the Charlestown Navy Yard.

May Conversion of Building 265, Quarters C, into office space for use by Northeast Museum Services Center completed.

Since the 1930s, the Boston Army Base has been served by buses operated by the Boston Elevated Railway Co. and its public agency successors, the Metropolitan Transit Authority (MTA) and the Massachusetts Bay Transportation Authority (MBTA). In December 2004 the earlier all-surface route 6 to Haymarket via South Station was replaced by Silver Line route SL2, which used dual-mode (diesel and electric) articulated vehicles and entered a subway link to South Station. Here, MBTA 1111 makes the turn into the loop serving the International Cargo Port on Mar. 5, 2005. The Black Falcon Terminal is in the background. *Douglas Carrier, nycsubway.org*

July 1 NPS Guard Booth (Building 288) placed in service at the Security Barriers (Structure 285) on First Ave.

Aug. 5 BRA approved transfer of development rights for Parcels 6 and 7 from LDA Acquisition to Partners HealthCare System.

Sept. 28 Formation of Friends of the Charlestown Navy Yard announced. The non-profit organization was intended to promote the improvement of the quality of life for Navy Yard residents, workers, and visitors.

Oct. 7 Master deed by Carlyle CQ Boston established Parris Landing Condominium in Building 42.

Oct. 27 NPS completed a project to stabilize the bulkhead adjacent to the Pier 3 Marginal Wharf south of Building 125.

Nov. 12 BRA entered into land disposition agreement with Navy Yard Four Association LP for Parcel 4.

Dec. 4 Boston Mayor Thomas M. Menino announced plans to develop the Ropewalk as a creative business incubator.

Dec. 22 BRA entered into land disposition agreement with LDA Pier 5 LLC for Parcels 1B, 1C (Pier 5).

Dec. 31 MBTA Silver Line route SL2 began operation from South Station into Boston Marine Industrial Park; MBTA bus route 6, Boston Army Base–Haymarket, which had previously served BMIP, cut back to South Station.

2005

Jan. 21 MBTA water shuttle service F3 from Lovejoy Wharf to Pier 4 discontinued.

Mar. 16 Massachusetts Department of Environmental Protection issued Chapter 91 license to EDIC approving the EDIC master plan for future development of the Boston Marine Industrial Park.

Mar. 22 NPS entered into agreement with Eastern National for the management of the Commandant's House as a function facility.

June 7 Massport approved development proposal for a three-building Boston Cargo Terminal at the Massport Marine Terminal.

May 26 Parcel 4 (Parcels 4A2, 4C, 4D, 4E) conveyed to Navy Yard Four Associates by the BRA.

June 11 Massachusetts Department of Environmental Protection issued Chapter 91 license to Navy Yard Four Associates for construction of HarborView condominium project on Parcel 4.

Aug. 5 EDIC entered into 35-year lease (with three ten-year extension options) with ICCNE LLC for Buildings 15 and 19, as well as the existing International Cargo Center (6 Harbor St./331 Northern Ave.) for construction of new international cargo-handling facility.

Aug. 9 Spaulding Rehabilitation Hospital announced its intention to relocate to Parcel 6 at Yard's End.

Dec. 29 Lease of Building 120 transferred to Second Mass Ave Realty Trust.

2006

Jan. 10 Legislation authorizing exception to Harbor Line for pile walkway at Building 114 approved.

Mar. 13 Massachusetts Department of Environmental Protection issued Chapter 91 license to LDA Pier 9 LLC for expansion of Shipyard Quarters Marina.

Apr. 10 Rehabilitation of the ground floor and utility systems of the Commandant's House (Quarters G) completed.

May Rehabilitation of the third and fourth floors of the Marine Barracks (Building I) completed.

May 25 Rehabilitation of the exterior and construction of an elevator in Building 125 completed.

June 8 Portable Building M-37 irreparably damaged while being removed from Dry Dock 1.

July 7 Removal of derelict SS *Nobska* from Dry Dock 1 completed.

July 18 NPS Olmsted Center for Landscape Preservation moved into Quarters C at the Navy Yard following return of Northeast Museum Services Center to the Marine Barracks.

July 28 Boston National Historical Park Protection Division dispatch center moved from Scale House (Building 19) to Building 109.

Aug. 25 Lease of Building 75 transferred to Massachusetts Biomedical Research Corp.

Oct. 2 Sublease of Parcel M-3 (8 Seafood Way) in the Massport Marine Terminal transferred to APCA Harbor Seafood.

Oct. 16 Massport issued request for expressions of interest in a proposed expansion of Black Falcon Terminal.

Dec. 12 Boston Mayor Thomas M. Menino announced his intention to relocate Boston City Hall to Dry Dock 4.

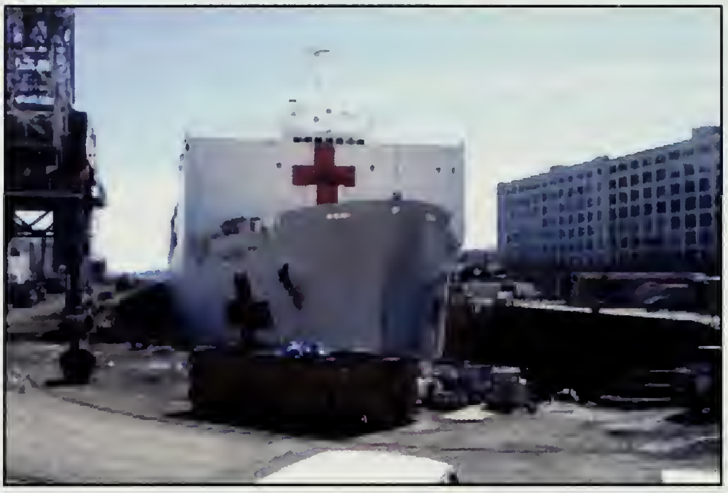
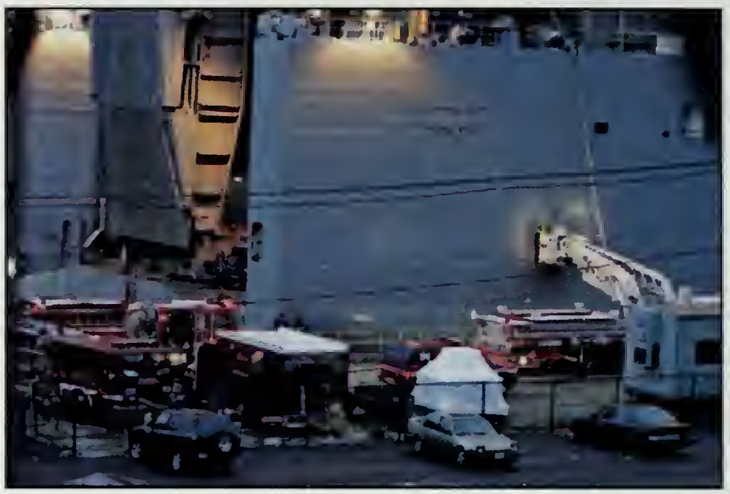
2007

— Wooden extension of Building 21 at the Boston Marine Industrial Park demolished.

— Big Dig Diner moved to Ohio.

Jan. 10 EDIC entered into 75-year lease, effective from Jan. 30, 2007, with CV Dry Dock Avenue for Sections B, C, and D of Building 114 at the former Boston Army Base; lease superseded that of Sept. 15, 1983, with Boston Harbor Partners.

Feb. The Massachusetts Trustees for Armed Services Work,

Dry Dock 3 remains an active ship repair facility. At left, the Navy hospital ship USNS *Comfort* (T-AH-20) is seen in the dock on Apr. 22, 2007, while at right the Boston Fire Department responds to a fire which broke out onboard USNS *Sisler* (T-AKR-311) on Aug. 10, 2007. Since it assumed operation of the site in 1995, Boston Ship Repair has performed work for both the Navy and private shipowners. Surviving a 1999 scandal in which company executives pleaded guilty to payting kickbacks on federal contracts, the firm has thrived. In Dec. 2008 it was sold to Atlantic Marine Holdings of Jacksonville, Fla., and became Atlantic Marine Boston. *Stephen P. Carlson, BNHP (left); George Rizer, Boston Globe (right)*

the operator of Constitution Inn (Building 150), merged with the YMCA of Greater Boston, Inc.

Mar. 8 BRA approved conversion of Building 38 into an office condominium.

May 8 BRA accepted a $1.5-million grant from the Massachusetts Executive Office of Transportation for the Pier 3 Water Transportation Terminal Project.

May 23 Master deed by Building 38 Ventures established Cooper Leasehold Condominium in Building 38.

May 29 Phase I of the new International Cargo Center at the Boston Marine Industrial Park dedicated.

Aug. 10 USNS *Sisler* (T-AKR-311) damaged by fire while undergoing repairs in Dry Dock 3.

Aug. 22 The National Park Service awarded a design/build contract for the replacement of the tour boat landing barge at the end of Pier 1 with an accessible ferry landing facility.

Sept. 18 BRA approved issuance of a certificate of completion to Navy Yard Four Associates for the HarborView project.

BRA approved the Boston Cargo Terminal Project for the Massport Marine Terminal; this project had initially been approved by Massport in June 2005.

Oct. 23 BRA approved conversion of Building 33 from offices to residential apartments.

Nov. 15 Cargo Ventures announced plan for joint redevelopment of the Bronstein Center (Building 114) and expansion of the Black Falcon Terminal (Building 119).

2008

Feb. 7 Massachusetts Department of Environmental Protection issued Chapter 91 license to Joinery Shop Associates for construction of pile walkway and boat docking facility behind Building 114.

Mar. 1 EDIC entered into 40-year lease (with four five-year extension options) with John Nagle Co. and 50-year lease (with four five-year extension options) with Mass. Bay Brewing Co. for separate portions of Building 53 at the Boston Marine Industrial Park.

Apr. 4 Massachusetts Department of Environmental Protection approved BRA Waterfront Activation Plan for the Charlestown Navy Yard.

Apr. 24 Lease of Building 54 at the Boston Marine Industrial Park transferred to Exchange Authority LLP.

June 24 BRA approved conversion of HarborView from condominiums to rental apartments.

BRA designated Trenk Family LLC (Air Pegasus) as potential developer of a heliport on Parcel C-2 at the Boston Marine Industrial Park.

July 3 New Navy Yard Visitor Center in Building 5 opened.

Sept. 4 Lease of Building 54 at the Boston Marine Industrial Park transferred to Leachmore Point LLC.

Sept. 19 Navy Yard water shuttle shifted from Pier 4 to Pier 3.

Dec. 29 Boston Mayor Thomas M. Menino announced deferral of plans to relocate City Hall to Dry Dock 4.

After many years of controversy, the HarborView project on Parcel 4was completed during 2007. Occupancy of the complex was delayed for over a year due to the foreclosure of the developer's mortgage. One bright side of the project, however, was the completion of the Boston HarborWalk along the site's waterfront, seen at right looking west towards the Navy Yard Rowhouses. *The Boston Harbor Associates*

This July 8. 2009, panorama shows Pier 1 during Sail Boston 2009. USS *Cassin Young* (DD-793) can be seen at Pier 1 East, while USCG *Eagle* (WIX-327) is at Pier 1 West. *BNHP*

2009[1]

Apr. Addition to Building 2 of the New Boston Seafood Center at the Boston Marine Industrial Park completed.

June 19 Draft Environmental Impact Report for Spaulding Rehabilitation Hospital development on Parcel 6 approved by state.

June 30 Massachusetts Turnpike Authority sold a portion of Parcel M-2 (MTA Parcel F-8-B) at the Boston Marine Industrial Park to NSTAR Electric Co.

July 8 Sail Boston 2009 opened; continued through July 13. Charlestown Navy Yard was a major berthing location for Tall Ship participants.

July 20 New Ferry Landing barge launched by Fore River Dock & Dredge, South Portland, Me.; barge delivered to the Charlestown Navy Yard on Sept. 16, 2009.

July 23 Harbor line exemption revising pier and bulkhead line in the vicinity of Pier 1 approved; revision added approximately 0.5 acres to the Navy Yard unit of Boston NHP. Jurisdiction over this area ceded to the United States by the Massachusetts General Court by act of July 23, 2009.

Aug. 1 Deputy Superintendent David R. Brouillette became Acting Superintendent of Boston NHP on the retirement of Superintendent Terry W. Savage.

Aug. 13 BRA authorized Kavanagh Advisory Group to investigate the feasibility of carrying out its Oct. 2008 proposal for the redevelopment of the Chain Forge (Building 105).

Aug. 31 New Screening Facility (Building 292) placed in service.

Sept. 10 Massachusetts Department of Environmental Protection issued Chapter 91 license to the National Park Service for construction of a new Ferry Landing at the end of Pier 1.

Sept. 23 Contract for drydocking of USS *Cassin Young* (DD-793) in Dry Dock 1 for hull repairs awarded; work was scheduled to be accomplished during the first half of 2010.

Oct. Lowell's Boat Shop opened a satellite boatbuilding shop in Building 125.

This Oct. 31, 2009, view shows the addition at the northeast corner of Building 2 of the New Boston Seafood Center. The structure was constructed by F. J. O'Hara & Sons, who already owned two of the three units in the facility. *Stephen P. Carlson, BNHP*

Boston NHP Acting Superintendent David R. Brouillette (in white shirt on barge) participates in an inspection of the new accessible Ferry Landing barge at the Fore River Dock & Dredge yard in South Portland, Me., on Aug. 13, 2009. The barge was to replace the former EPA (ex-Navy) barge used as a tour boat landing at the end of Pier 1 since 1978. *Craig B. Hysler, U.S. Army Corps of Engineers*

Oct. 28 FY 2010 National Defense Authorization Act signed; legislation designated USS *Constitution* as "America's Ship of State."

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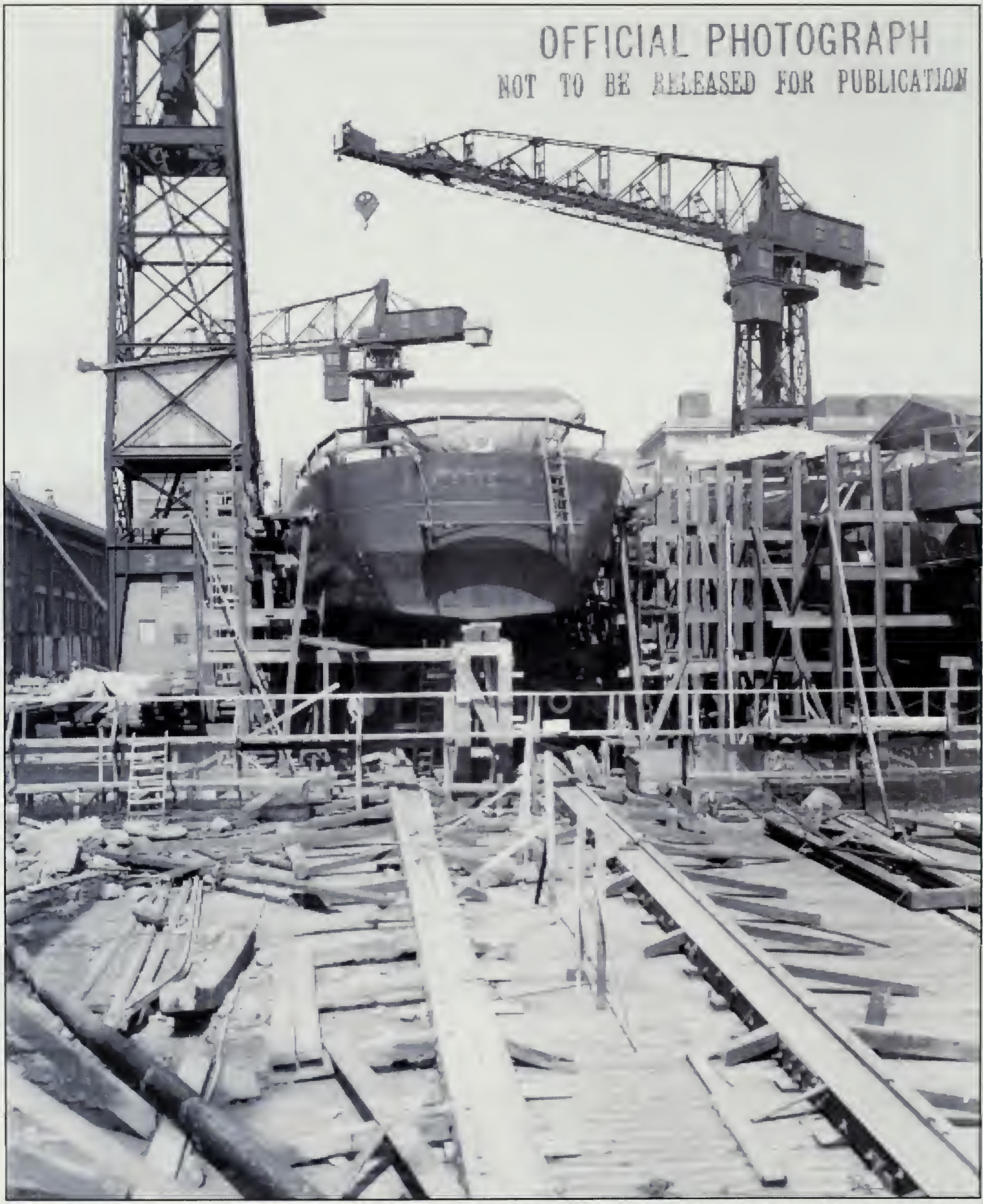
[1] The events listed here serve as an addenda to the main text of this report, which generally reflects developments through the end of 2008.


OFFICIAL PHOTOGRAPH
NOT TO BE RELEASED FOR PUBLICATION

The peak period of shipbuilding at the Charlestown Navy Yard came immediately prior to and during World War II. This Apr. 1, 1940, image shows the destroyer USS *Meredith* (DD-434) under construction on Shipways 1. She would be launched a little over three weeks later, on Apr. 24, 1940. A sister ship, USS *Gwin* (DD-433), can be seen to her right. *BOSTS-11972*

Appendix B

Ships Built By The Navy Yard

THIS APPENDIX is a revised and updated version of "Ships Built by the Charlestown Navy Yard, 1814-1957," which appeared as a supplement to the Spring 1995 issue of *The Broadside*. It includes all warships, auxiliaries, and service craft built by the Charlestown Navy Yard, including several vessels built elsewhere but completed by the Navy Yard. It omits small boats and landing craft not listed on the Naval Vessel Register (NVR).

Warships and auxiliaries are listed alphabetically by name, using the current on-line Naval Vessel Register convention of listing unnamed vessels alphabetically by hull number under the designation "No Name." In practice, the hull numbers of those vessels are considered to be their names (e.g., the unnamed LST-310 was known as USS *LST-310*).

For each vessel, the table shows its official type designation (including the gun rate for sailing vessels), hull number, and dates of keel laying, launching, and commissioning, followed by changes in names and hull numbers and the ultimate disposition. It should be noted that many vessels listed as transferred to foreign countries remained on the NVR and were often returned to American custody for final disposal; such instances are not indicated here. For the most part, vessels listed as "sold" were sold for scrapping, although many LSTs and some other ships were sold for conversion to commercial service. Such details are beyond the scope of this listing. A separate list of foreign names assigned to Boston-built ships that were transferred to other navies follows the main tables.

Information is given under the name of the ship at the time of launching, other than for escort vessels originally allocated to Great Britain; these are listed under the American names assigned even though launched under their British designations. Cross-references are supplied in cases where a ship name was changed either prior to launching or subsequent to being placed in service, including "names" consisting only of hull numbers.

Service craft, which were named by a generic designation and number prior to July 1920 (e.g., *Ammunition Lighter No. 17*) and then by hull number (e.g., *YE-17*), are arranged by hull number in a separate section, showing only the launch date and fate, since more detailed information is generally unavailable. Indeed, craft shown as "stricken" may in fact have been converted into another type.

Unknown dates are indicated as "19??" (or "194? if a decade is known).

Part I – Warships And Auxiliaries

Name	Type	Hull No.	Keel Laid	Launched	Commissioned	Fate
Adams[1]	Screw Sloop	—	1874 Feb	1874 Oct 24	1876 Jul 21	Sold 1920
Aeolus, see No Name (LST-310)						
Alaska	Screw Sloop	—	1867 Aug 22	1868 Oct 31	1869 Dec 8	Sold 1883
Alfred Wolf	Escort Vessel	DE-544	1943 Dec 9	1944 Jan 27	Never	Cancelled 1944; scrapped
Alligator	Schooner (12)	—	1820 Jun 26	1820 Nov 2	1821 Mar 26	Lost 1823
Amberjack	Submarine	SS-522	1944 Feb 8	1944 Dec 15	1946 Mar 4	Transferred to Brazil 1973
Ammonoosuc	Screw Frigate	—	1863 Aug 22	1864 Jul 21	1868 Jun 15	Renamed *Iowa* 1869; sold 1883
Apprentice	Training Brig	—	1841	1841	1841	Transferred to U.S. Coast Survey 1846
Bainbridge	Brig (12)	—	1842 Feb 4	1842 Apr 26	1842 Dec 16	Lost 1863
Bebas	Escort Vessel	DE-10	1942 Nov 27	1943 Jan 9	1943 May 15	Ex-BDE-10 (1943); sold 1947
Benewah	Barracks Ship	APB-35	1945 Jan 2	1945 May 6	1946 Mar 19	Ex-APL-35 (1944); reclassified IX-311 (1971); transferred to Philippines 1974
Benner	Escort Vessel	DE-551	Never	Never	Never	Cancelled 1944
Bennett	Destroyer	DD-473	1941 Dec 10	1942 Apr 16	1943 Feb 9	Transferred to Brazil 1959
Bennion	Destroyer	DD-662	1943 Mar 19	1943 Jul 4	1943 Dec 14	Sold 1973
Bernalillo County, see No Name (LST-306)						
Bibb[2]	Steam Revenue Cutter	—	1853 Feb 24	1853 May 12	Never	Delivered to U.S. Coast Survey 1853
Biltmore, see No Name (APL-12)						
Bivin	Escort Vessel	DE-536	1943 Nov 3	1943 Dec 7	1944 Oct 31	Sunk as target 1969

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[1] Built by Donald McKay, East Boston, Mass., and brought to Navy Yard for completion (by McKay).

[2] Built at Navy Yard by private contractor for U.S. Treasury Department, using engines salvaged from USRC *Bibb* (ex- *Tyler*); sometimes considered to be that vessel rebuilt rather than a new vessel.

Name	Type	Hull No.	Keel Laid	Launched	Commissioned	Fate
Boston	Sloop-of-War (18)	—	1825 May 13	1825 Oct 15	1826 Jan 12	Lost 1846
Boxer	Schooner (10)	—	1831 Jun 22	1831 Nov 22	1832 Dec 14	Sold 1848
Brazos	Fuel Ship No. 16	AO-4	1917 Jun 21	1919 May 1	1919 Oct 1	Scrapped 1947
Bridge	Supply Ship No. 1	AF-1	1915 Jun 12	1916 May 18	1917 Jun 2	Sold 1947
Brilliant[3]	Lightship	LV-4	1855	1855 Sep 11	Never	Delivered to U.S. Lighthouse Board 1855
Cabana	Escort Vessel	DE-260	1943 Jan 27	1943 Mar 10	1943 Jul 9	Sold 1947
Canandaigua	Screw Sloop	—	1861 Nov 27	1862 Mar 28	1862 Aug 1	Renamed *Detroit* (1869); renamed *Canandaigua* (1869); scrapped 1884
Canfield	Escort Vessel	DE-262	1943 Feb 23	1943 Apr 6	1943 Jul 22	Sold 1947
Carlson	Escort Vessel	DE-9	1942 Nov 27	1943 Jan 9	1943 May 10	Ex-BDE-9 (1943); sold 1946
Carpellotti	Escort Vessel	DE-548	Never	Never	Never	Cancelled 1944
Case	Destroyer	DD-370	1934 Sep 19	1935 Sep 14	1936 Sep 15	Sold 1947
Charles R. Ware	Escort Vessel	DE-547	Never	Never	Never	Cancelled 1944
Charrette	Destroyer	DD-581	1942 Feb 20	1942 Jun 3	1943 May 18	Transferred to Greece 1959
Chesapeake[4]	Training Vessel	—	1898 Aug 2	1899 Jun 30	1900 Apr 12	Renamed *Severn* (1905); sold 1916
Cloues	Escort Vessel	DE-265	1943 Feb 23	1943 Apr 6	1943 Aug 10	Sold 1947
Colleton	Barracks Ship	APB-36	1945 Jun 9	1945 Jul 10	1946 Sep 27[5]	Ex-APL-36 (1944); sold 1973
Comanche, see *Sagamore*						
Comber	Submarine	SS-527	Never	Never	Never	Cancelled 1944
Confiance	Screw Sloop	—	Never	Never	Never	Cancelled 1866
Connecticut	Screw Sloop	—	1864 Jan 2	Never	Never	Ex-*Pompanoosuc* (1869); scrapped 1883
Connor	Destroyer	DD-582	1942 Apr 16	1942 Jul 18	1943 Jun 8	Transferred to Greece 1959
Consort	Brig (6)	—	1836 Aug	1836 Oct 25	1836 Dec 24	Sold 1844
Conyngham	Destroyer	DD-371	1934 Sep 19	1935 Sep 14	1936 Nov 4	Sunk as target 1948
Coronis, see No Name (LST-1003)						
Cowie	Destroyer	DD-632	1941 Mar 18	1941 Sep 27	1942 Jun 1	Reclassified DMS-39 (1945-1955); sold 1972
Creon, see No Name (LST-1036)						
Crouter	Escort Vessel	DE-11	1942 Dec 8	1943 Jan 26	1943 May 25	Ex-BDE-11 (1943); sold 1946
Cumberland	Frigate (44)[6]	—	1826 Nov 29	1842 May 24	1843 Nov 20	Lost 1862
Cumberland	Training Ship No. 1	IX-8	1904 Jan 21	1904 Aug 17	1907 Jul 20	Sold 1947
Cyane	Sloop-of-War (18)	—	1837 Jul	1837 Dec 2	1838 May 26	Sold 1887
Deede	Escort Vessel	DE-263	1943 Feb 23	1943 Apr 6	1943 Jul 29	Sold 1947
Dempsey	Escort Vessel	DE-267	1943 Mar 11	1943 Apr 22	Never	Transferred to Britain 1943
Dennis J. Buckley	Escort Vessel	DE-553	Never	Never	Never	Cancelled 1944
Detroit, see *Canandaigua*						
Dionne	Escort Vessel	DE-261	1943 Jan 27	1943 Mar 10	1943 Jul 16	Sold 1947
Donner	Dock Landing Ship	LSD-20	1944 Dec 16	1945 Apr 6	1945 Jul 31	Stricken 1976; sold for scrap 2004
Dorado	Submarine	SS-526	Never	Never	Never	Cancelled 1944
Doran	Destroyer	DD-634	1941 Jun 14	1941 Dec 10	1942 Aug 4	Reclassified DMS-41 (1945-1955); sold 1973
Duffy	Escort Vessel	DE-268	1943 Apr 7	1943 May 19	Never	Transferred to Britain 1943
Earle	Destroyer	DD-635	1941 Jun 14	1941 Dec 10	1942 Sep 1	Reclassified DMS-42 (1945-1955); sold 1970
Echols	Barracks Ship	APB-38	1945 Jun 9	1945 Jul 30	1947 Jan 1[7]	Ex-APL-38 (1944); reclassified IX-504 (1976); sold 2003
Edward H. Allen	Escort Vessel	DE-531	1943 Aug 31	1943 Oct 7	1943 Dec 16	Sold 1974
Eisner	Escort Vessel	DE-269	1943 Apr 7	1943 May 19	Never	Transferred to Britain 1943
Elden	Escort Vessel	DE-264	1943 Feb 23	1943 Apr 6	1943 Aug 4	Sold 1947
Essex[8]	Screw Sloop	IX-10	1873	1874 Oct 26	1876 Oct 3	Sold 1930

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[3] Built for U.S. Lighthouse Board; assigned stations: BISHOP & CLERKS (1855-1858); HANDKERCHIEF (1858-1916); RELIEF (1916-1924).

[4] Built by Bath Iron Works (Hull No. 26), Bath, Me.; transferred to Navy Yard for completion 1899 Jul.

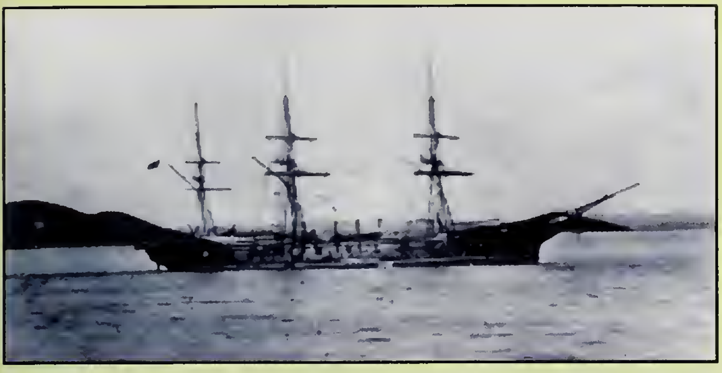
[5] Completed; first commissioned 1967 Jan 28.

[6] Rebuilt as Sloop-of-War (24) in Dry Dock 1 between 1856 Aug 9 and 1857 May 23.

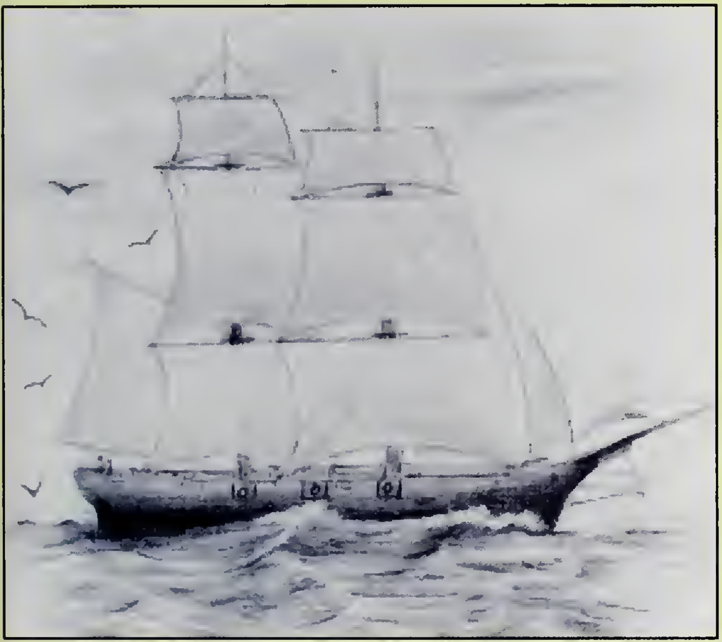
[7] Completed; first placed in service 1961.

[8] Built by Donald McKay at Portsmouth Navy Yard, Kittery, Me., and brought to Navy Yard for completion (by McKay) 1874 Oct 31.

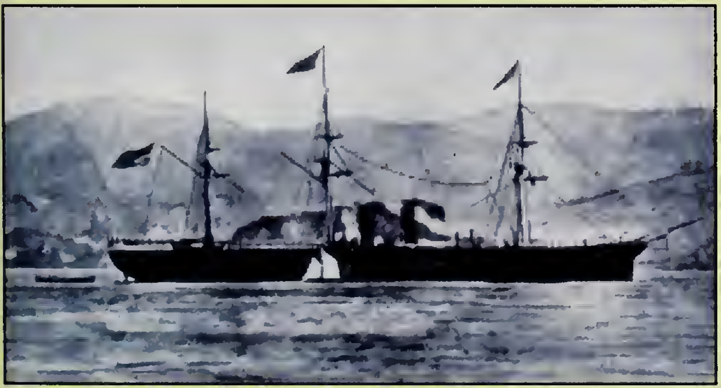
Ships Built In The 19th Century: A Gallery



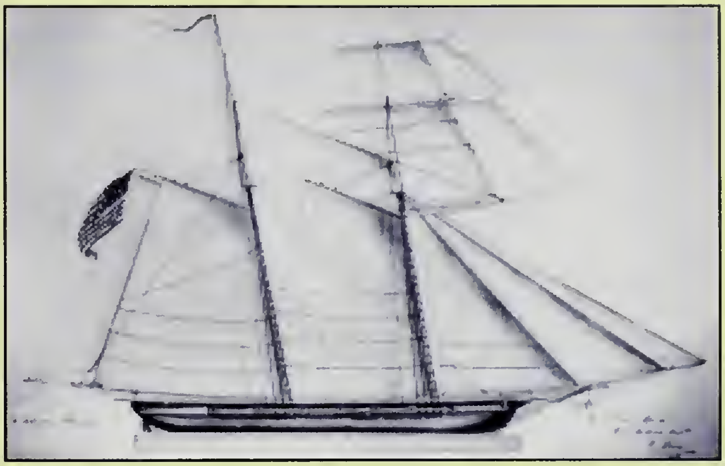
USS *Alaska*
This view was taken about 1871, when *Alaska* was serving with the Asiatic Squadron. *BOSTS-10159*



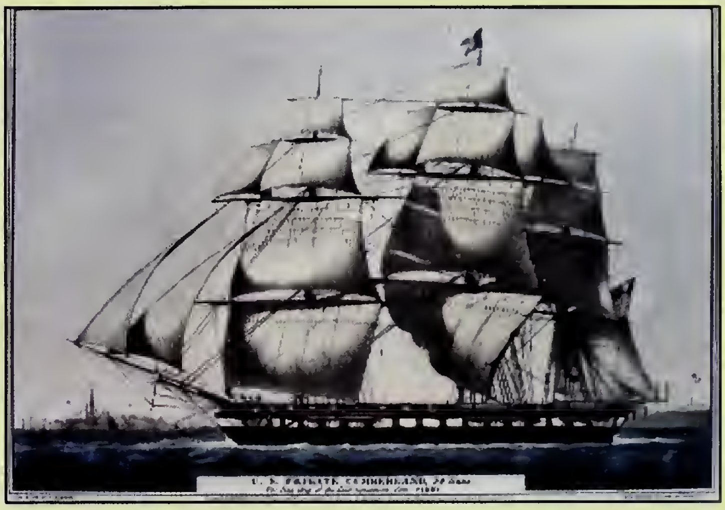
USS *Bainbridge*
This sketch showing USS *Bainbridge* cruising off Cuba in 1862 was drawn by crewmember George H. Rogers. *NHC NH-56662*



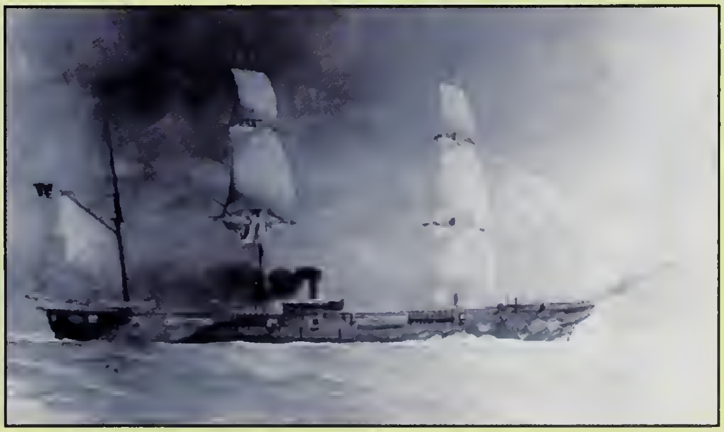
USS *Guerriere*
Named for HMS *Guerriere*, defeated by USS *Constitution* during the War of 1812, USS *Guerriere* is seen at Rio de Janeiro, Brazil, during her service as flagship of the South American Squadron between June 1867 and June 1869. *BOSTS-11290*



Sail Plan, USS *Alligator*
This is one of a number of spar and sail plans of warships prepared by Charles Ware. USS *Alligator* was lost when she went aground on Craysfort Reef, Fla., on November 19, 1823. *NHC NH-57010*

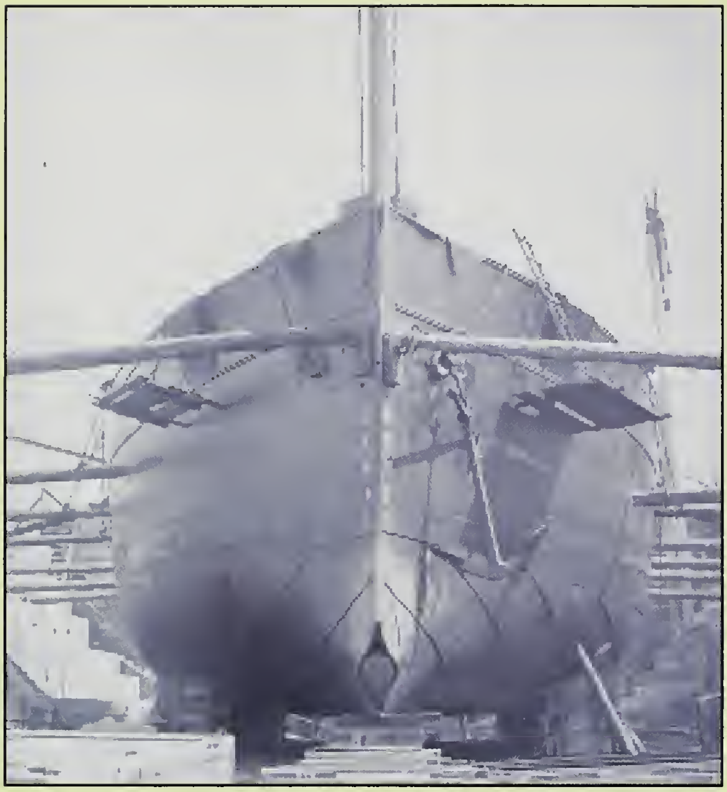


USS *Cumberland*
This lithograph shows *Cumberland* as the flagship of the Gulf Squadron shortly after her completion in 1843. *NHC NH-64089-KN*



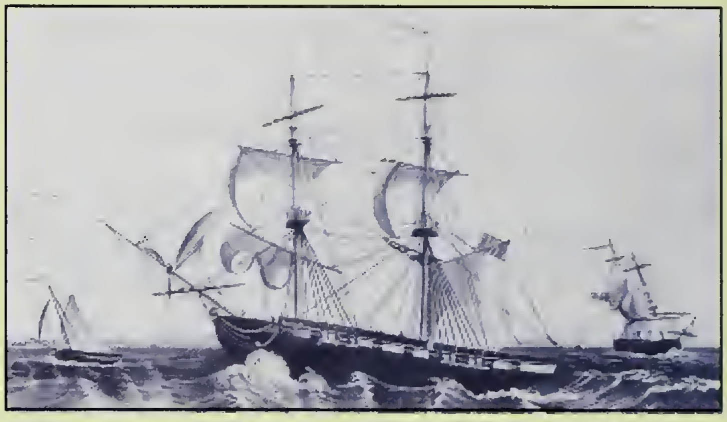
USS *Housatonic*
This wash drawing of USS *Housatonic* was done by R.G. Skerrett in 1902. On February 17, 1864, while anchored off Charleston, S.C., *Housatonic* gained the unwanted distinction of becoming the first warship to be sunk by a submarine when she fell victim to the Confederate submarine *H.L. Hunley*. *NHC NH-53573*

Ships Built In The 19th Century: A Gallery



USS *Intrepid*

The Steam Torpedo Ram *Intrepid* was one of several experimental vessels built by the Navy in the 1870s. In this view, taken in a dry dock, note the attachment for the ship's spar torpedo at the base of the bow. Like most experimental ships, the iron-hulled vessel spent more time out of service than in active use. *NHC NH-53251*

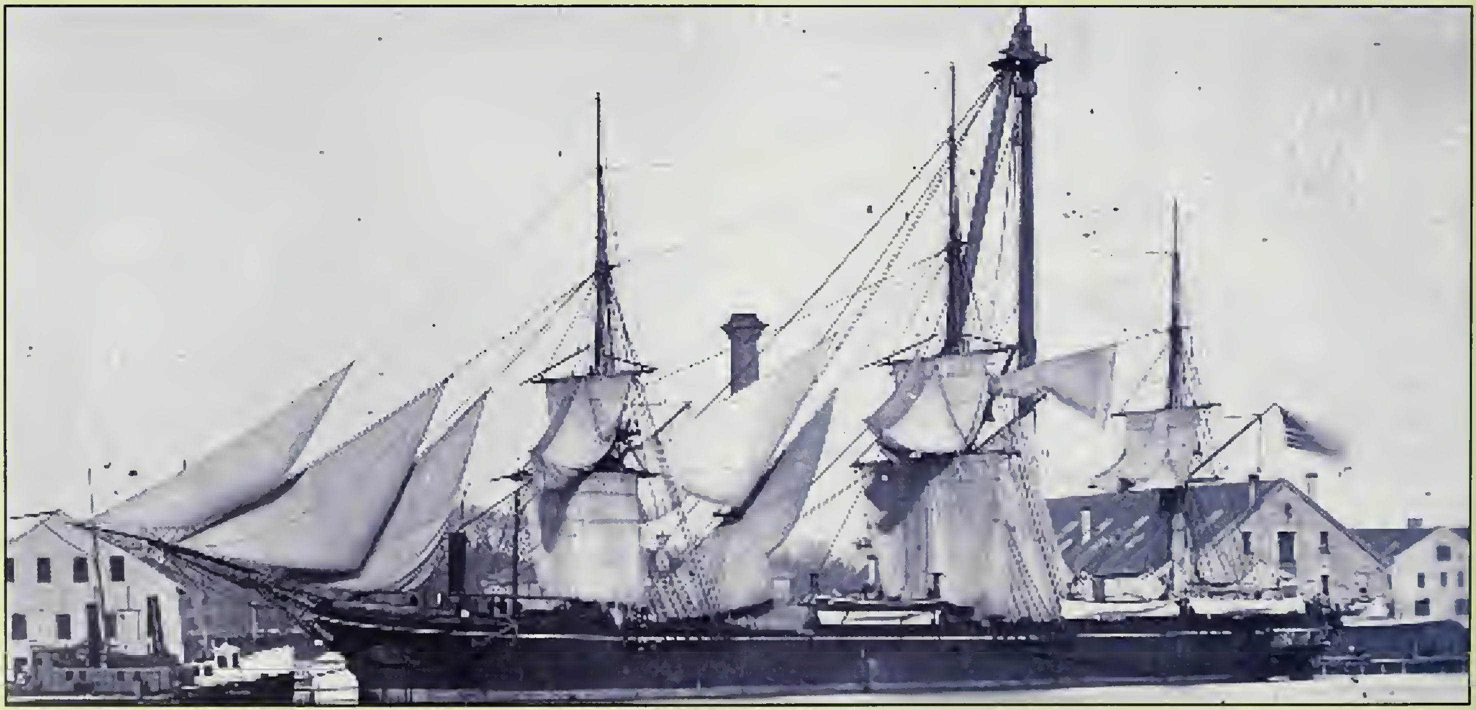


USS *Porpoise*

Built specifically for duty with the United States Exploring Squadron under Lt. Charles Wilkes, the brig USS *Porpoise* was later employed in anti-slave trade patrols off Africa and other exploration duties. She disappeared in the South China Sea in September 1853. *NHC NH-63630*

USS *Winooski*

The double-end sidewheel gunboat USS *Winooski* was completed too late to see Civil War service. *NHC NH-43863*



USS *Wachusett*

The screw sloop USS *Wachusett* is shown drying her sails while tied up at the Navy Yard's Shear Wharf on December 22, 1874. To the left is the Shiphouse (Building 92) erected in 1872 over the yard's original shipbuilding ways for the construction of USS *Intrepid*. To the right is the Carpenters & Joiners Shop (Building 24). The yard's A-frame masting shears appear through the ship's rigging, as does the chimney of the Dry Dock Pump House (Building 22). *BOSTS-14582*

Name	**Type**	**Hull No.**	**Keel Laid**	**Launched**	**Commissioned**	**Fate**
Eugene A. Greene	Escort Vessel	DE-549	Never	Never	Never	Cancelled 1944
Evarts	Escort Vessel	DE-5	1942 Oct 17	1942 Dec 7	1943 Apr 15	Ex-BDE-5 (1943); sold 1947
Everett F. Larson	Escort Vessel	DE-554	Never	Never	Never	Cancelled 1944
Falmouth	Sloop-of-War (18)	—	1827 Mar	1827 Nov 3	1828 Jan 20	Sold 1863
Fitch	Destroyer	DD-462	1941 Jan 6	1941 Jun 14	1942 Feb 3	Reclassified DMS-25 (1944-1955); sunk as target 1973
Fleming	Escort Vessel	DE-271	1943 Apr 7	1943 May 19	1945 Aug 20[9]	Loaned to Britain 1943-1945; named *Garlies* (1945); sold 1947
Foley, see *Gillette*						
Forrest	Destroyer	DD-461	1941 Jan 6	1941 Jun 14	1942 Jan 13	Reclassified DMS-24 (1944); sold 1946
Fort Mandan	Dock Landing Ship	LSD-21	1944 Dec 16	1945 Jun 2	1945 Oct 31	Transferred to Greece 1971
Fullam	Destroyer	DD-474	1941 Dec 10	1942 Apr 16	1943 Mar 2	Sunk as target 1962
Garlies, see *Fleming*						
Genesee	Sidewheel Gunboat	—	1861 Dec 6	1862 Apr 2	1862 Jul 3	Sold 1867
George	Escort Vessel	DE-276	1943 May 20	1943 Jul 8	Never	Transferred to Britain 1943
Geronimo, see *Harbor Tug No. 119* (YT-119)						
Gillette	Escort Vessel	DE-270	1943 Apr 7	1943 May 19	1945 Aug 22[9]	Loaned to Britain 1943-1945; named *Foley* (1945); sold 1946
Grampus	Submarine	SS-523	1944 Feb 8	1944 Dec 15	1949 Oct 26	Transferred to Brazil 1972
Grenadier	Submarine	SS-525	1944 Feb 8	1944 Dec 15	1951 Feb 10	Transferred to Venezuela 1973
Grindall, see *Sanders*						
Griswold	Escort Vessel	DE-7	1942 Nov 27	1943 Jan 9	1943 Apr 28	Ex-BDE 7 (1943); sold 1946
Groves	Escort Vessel	DE-543	1943 Dec 9	1944 Jan 27	Never	Cancelled 1944; scrapped
Guerriere	Screw Frigate	—	1864 Aug 5	1865 Sep 9	1867 May 21	Sold 1872
Guest	Destroyer	DD-472	1941 Sep 27	1942 Feb 20	1942 Dec 15	Transferred to Brazil 1959
Gwin	Destroyer	DD-433	1939 Jun 1	1940 May 25	1941 Jan 15	Lost 1943
Gyatt	Escort Vessel	DE-550	Never	Never	Never	Cancelled 1944
Hall	Destroyer	DD-583	1942 Apr 16	1942 Jul 18	1943 Jun 8	Transferred to Greece 1960
Halligan	Destroyer	DD-584	1942 Nov 9	1943 Mar 19	1943 Aug 19	Lost 1945
Haraden	Destroyer	DD-585	1942 Nov 9	1943 Mar 19	1943 Sep 16	Sunk as target 1973
Harbor Tug No. 119	Harbor Tug	YT-119	1932 Jun	1933 Jan 15	1933 Mar 7	Named *Geronimo* (1938); reclassified YTM-119 (1944); sold 1948
Harold J. Ellison	Escort Vessel	DE-545	Never	Never	Never	Cancelled 1944
Hartford	Screw Sloop	IX-13	1858 Jan 1	1858 Nov 22	1859 May 27	Lost 1956
Hercules, see *Oregon*						
Herzog	Escort Vessel	DE-277	1943 May 20	1943 Jul 8	Never	Transferred to Britain 1943
Heywood L. Edwards	Destroyer	DD-663	1943 Jul 4	1943 Oct 6	1944 Jan 26	Transferred to Japan 1959
Hoste, see No Name (DE-521)						
Housatonic	Screw Sloop	—	1861 May 30	1861 Nov 20	1862 Aug 29	Lost 1864
Howard F. Clark	Escort Vessel	DE-533	1943 Oct 8	1943 Nov 8	1944 May 25	Sold 1973
Hudson	Destroyer	DD-475	1942 Feb 20	1942 Jun 3	1943 Apr 13	Sold 1973
Humboldt	Small Seaplane Tender	AVP-21	1940 Sep 6	1941 Mar 17	1941 Oct 7	Reclassified AG-121 (1945); reclassified AVP-21 (1945); transferred to U.S. Coast Guard 1949
Hutchins	Destroyer	DD-476	1941 Sep 27	1942 Feb 20	1942 Nov 17	Sold 1948
Independence	Ship-of-the-Line (74)[10]	—	1813 May	1814 Jun 22	1815 Jul 3	Sold 1913
Intrepid	Steam Torpedo Ram	—	1873	1874 Mar 5	1874 Jul 31	Sold 1892
Iowa, see *Ammonoosuc*						
John Hancock	Steam Cutter	—	1849	1850 Oct 26	1851 Sep 6	Sold 1865
			1852 Oct 15[11]	1853 Feb 24	1853 Mar 19	
John J. Powers	Escort Vessel	DE-528	1943 Sep 25	1943 Nov 2	1944 Feb 29	Sold 1946
John M. Bermingham	Escort Vessel	DE-530	1943 Oct 14	1943 Nov 17	1944 Apr 8	Sold 1946
Kenneth D. Bailey	Escort Vessel	DE-552	Never	Never	Never	Cancelled 1944

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[9] Placed in U.S. Navy service on return from loan to Great Britain; retained Royal Navy names *Garlies* and *Foley*, respectively.

[10] Rebuilt as Frigate (54) in Dry Dock 1 between 1835 Jul 28 and 1836 Aug 19.

[11] Date near-total rebuilding begun. Some sources consider the rebuilt vessel to be a separate ship from the original.

Name	Type	Hull No.	Keel Laid	Launched	Commissioned	Fate
Keywadin, see *Pennsylvania*						
Kingsmill, see No Name (DE-280)						
Knight	Destroyer	DD-633	1941 Mar 18	1941 Sep 27	1942 Jun 22	Reclassified DMS-40 (1945-1955); sunk as target 1967
Lancetfish[12]	Submarine	SS-296	1942 Dec 15	1943 Aug 15	1945 Feb 12	Sold 1959
Lansdale	Destroyer	DD-426	1938 Dec 19	1939 Oct 30	1940 Sep 17	Lost 1944
Lewis	Escort Vessel	DE-535	1943 Nov 3	1943 Dec 7	1944 Sep 5	Sunk as target 1966
Ling[12]	Submarine	SS-297	1942 Nov 2	1943 Aug 15	1945 Jun 8	Reclassified AGSS-297 (1962); reclassified IXSS-297 (1971); preserved as memorial 1972
Lovering	Escort Vessel	DE-272	1943 Apr 23	1943 Jun 4	Never	Transferred to Britain 1943
Macdonough	Destroyer	DD-351	1933 May 15	1934 Aug 22	1935 Mar 15	Sold 1946
Madison	Destroyer	DD-425	1938 Sep 19	1939 Oct 20	1940 Aug 6	Sunk as target 1969
Manitou	Screw Sloop	—	1864 Nov 30	1866 Aug 25	1871 Feb 27	Renamed *Worcester* (1869); sold 1883
Maratanza	Sidewheel Gunboat	—	1861 Aug 31	1861 Nov 26	1862 Apr 20	Transferred to Haiti 1868
Marion	Sloop-of-War (16)	—	1839	1839 Apr 24	1839 Oct 4	Scrapped 1871
Marlboro	Barracks Ship	APB-38	1944 Aug 25	1944 Nov 17	1945 Aug 18	Ex-APL-38 (1944); scrapped 1965
Mason	Escort Vessel	DE-529	1943 Oct 14	1943 Nov 17	1944 Mar 20	Sold 1947
Matagorda	Small Seaplane Tender	AVP-22	1940 Sep 6	1941 Mar 18	1941 Dec 16	Reclassified AG-122 (1945); reclassified AVP-22 (1945); transferred to U.S. Coast Guard 1949
Mayrant	Destroyer	DD-402	1937 Apr 15	1938 May 14	1939 Sep 19	Scuttled 1948
Meeker County, see No Name (LST-980)						
Mercer	Barracks Ship	APB-39	1944 Aug 25	1944 Nov 17	1945 Sep 19	Ex-APL-39 (1944); reclassified IX-502 (1975); reclassified APL-39 (2001); **active USN 2008**
Meredith	Destroyer	DD-434	1939 Jun 1	1940 Apr 24	1941 Mar 1	Lost 1942
Meredosia	Screw Sloop	—	Never	Never	Never	Cancelled 1866
Merrimack	Screw Frigate	—	1854 Jul 11	1855 Jun 15	1856 Feb 20	Lost 1861
Middlesex County, see No Name (LST-983)						
Millard County, see No Name (LST-987)						
Mineral County, see No Name (LST-988)						
Monadnock	Monitor	—	1862 Aug	1863 Mar 23	1864 Oct 4	Scrapped 1874
Monaghan	Destroyer	DD-354	1933 Nov 21	1935 Jan 9	1935 Apr 19	Lost 1944
Monmouth County, see No Name (LST-1032)						
Mugford	Destroyer	DD-389	1935 Oct 28	1936 Oct 31	1937 Aug 16	Scuttled 1948
Myles C. Fox	Escort Vessel	DE-546	Never	Never	Never	Cancelled 1944
Nantasket	Screw Sloop	—	1865 Sep 14	1867 Aug 15	1869 Oct 22	Scrapped 1876
Narragansett	Screw Sloop	—	1858 Aug 3	1859 Feb 15	1859 Nov 6	Sold 1883
Neches	Fuel Ship No. 17	AO-5	1919 Jun 28	1920 Jun 2	1920 Oct 25	Lost 1942
Newcomb	Destroyer	DD-586	1943 Mar 19	1943 Jul 4	1943 Nov 10	Scrapped 1947
Nicholson	Destroyer	DD-442	1939 Nov 1	1940 May 31	1941 Jun 3	Transferred to Italy 1951
No Name[13]	Barracks Ship	APL-11	1944 Aug 5	1944 Sep 4	1944 Oct 10	Sunk as target 1974
No Name[13]	Barracks Ship	APL-12	1944 Aug 5	1944 Sep 4	1944 Sep 24	Stricken 1946
No Name	Barracks Ship	APL-13	1944 Sep 5	1944 Oct 12	1944 Nov 20	Stricken 1946
No Name[13]	Barracks Ship	APL-32	1944 Sep 5	1944 Oct 12	1945 Jan 11	**Active USN 2008**
No Name	Barracks Ship	APL-33	1944 Nov 18	1945 Jan 1	1945 Apr 5	Stricken 1946
No Name	Barracks Ship	APL-34	1944 Nov 18	1945 Jan 1	1945 Apr 5	Stricken 1993
No Name (APL-35), see *Benewah*						
No Name (APL-36), see *Colleton*						
No Name (APL-37), see *Echols*						
No Name (APL-38), see *Marlboro*						
No Name (APL-39), see *Mercer*						
No Name (APL-40), see *Nueces*						

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[12] Built by Cramp Shipbuilding (Hull Nos. 551-552), Philadelphia, Pa.; transferred to Navy Yard for completion 1944 May 19 and 1944 May 11, respectively. Two additional submarines—*Lionfish* (SS-298) and *Manta* (SS-299)—built by Cramp (Hull Nos. 553-554) were originally transferred to Boston for completion 1944 Mar but were reassigned to the Portsmouth Navy Yard a month later.

[13] Informally named *The New Yorker*, *Biltmore*, and *Statler*, respectively, during World War II service.

Ships Built In The 20th Century: A Gallery

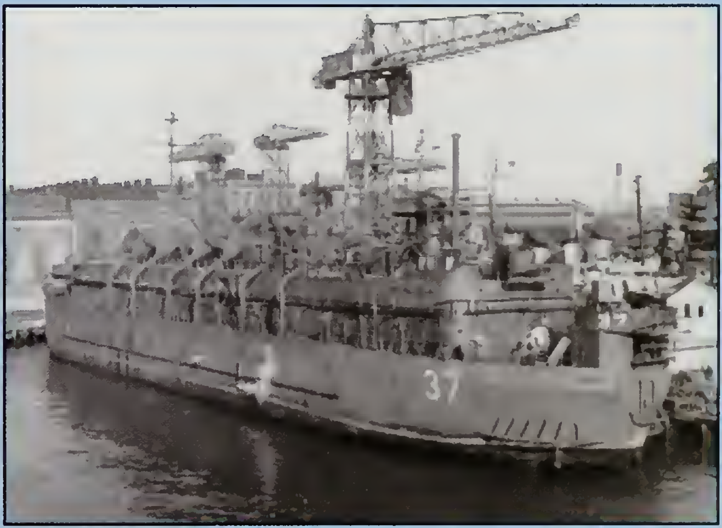
USS *Bennion* (DD-662)
In accordance with Bureau of Ships' instructions, yard photographers took pictures of new and converted vessels "in stream" in Boston Harbor. This view shows the *Fletcher*-class destroyer USS *Bennion* in camouflage paint on February 29, 1944. *BOSTS-10424*

USS *Donner* (LSD-20)
The dock landing ship USS *Donner* is seen in Boston Harbor while on trials on July 22, 1945, nine days before her commissioning. The LSDs were the largest warships built by the yard. *BOSTS-10966*

USS *Evarts* (DE-5)
The need of the Navy for anti-submarine convoy escorts was so great that seven of the twelve escort vessels laid down by the Navy Yard in 1942 for the British under the Lend-Lease Act were retained by the United States. The first of these ships, USS *Evarts*, is seen in Boston Harbor on April 19, 1943, four days after her commissioning. *BOSTS-11075*

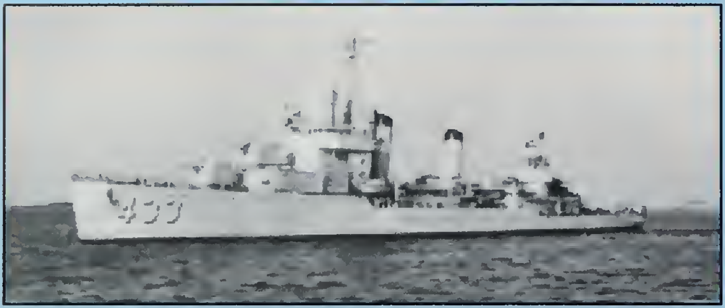
USS *Grenadier* (SS-525)
One of only four submarines constructed by the Navy Yard, USS *Grenadier* was suspended at the end of World War II and later completed to a more modern design. She is seen here while on post-commissioning trials on May 15, 1951. *BOSTS-11281*

USS *Cowie* (DD-632)
Having been equipped with a hammerhead crane, Pier 6 was one of the yard's principal ship construction piers during World War II. This view of the *Bristol*-class destroyer USS *Cowie* was taken on July 4, 1942, approximately a month after her commissioning. *BOSTS-10825*

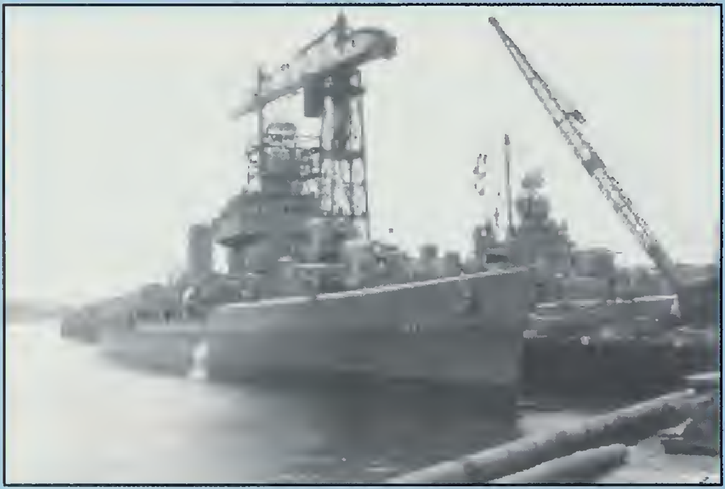


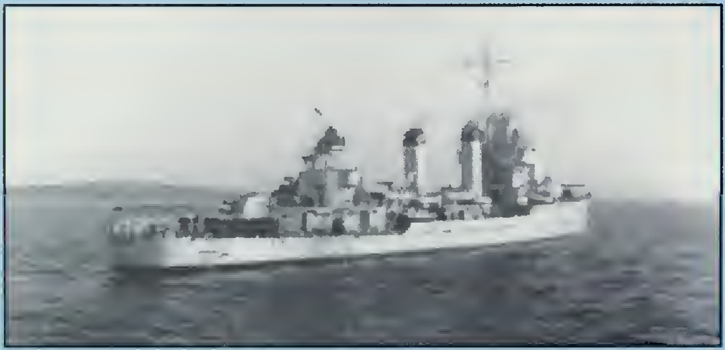
Echols (APB-37)
The self-propelled barracks ship *Echols* is seen at Pier 6 West on January 8, 1947, one week after her official completion. She would remain in reserve status for the next fourteen years before being activated to berth crews at the Navy's submarine base at New London, Ct. *BOSTS-11020*

Ships Built In The 20th Century: A Gallery

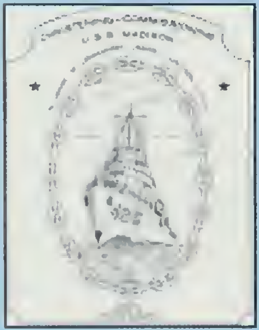


USS *Gwin* (DD-433)
Still in peacetime paint, the *Gleaves*-class destroyer USS *Gwin* is seen in Boston Harbor on March 27, 1941. Damaged beyond repair by Japanese forces off Kolombangara on July 13, 1943, she was scuttled by torpedoes from fellow Boston-built destroyer USS *Ralph Talbot* (DD-390).
BOSTS-11302

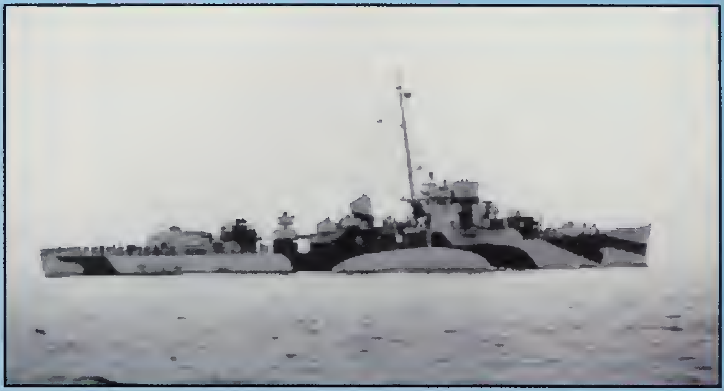




USS *Lansdale* (DD-426)
Although broadside and bow views are the most commonly seen in-stream photographs, all angles of a ship were covered. This view shows the stern of USS *Lansdale* on October 14, 1940. The *Benson*-class destroyer was sunk by German aircraft off Algeria on April 20, 1944. *BOSTS-11746*

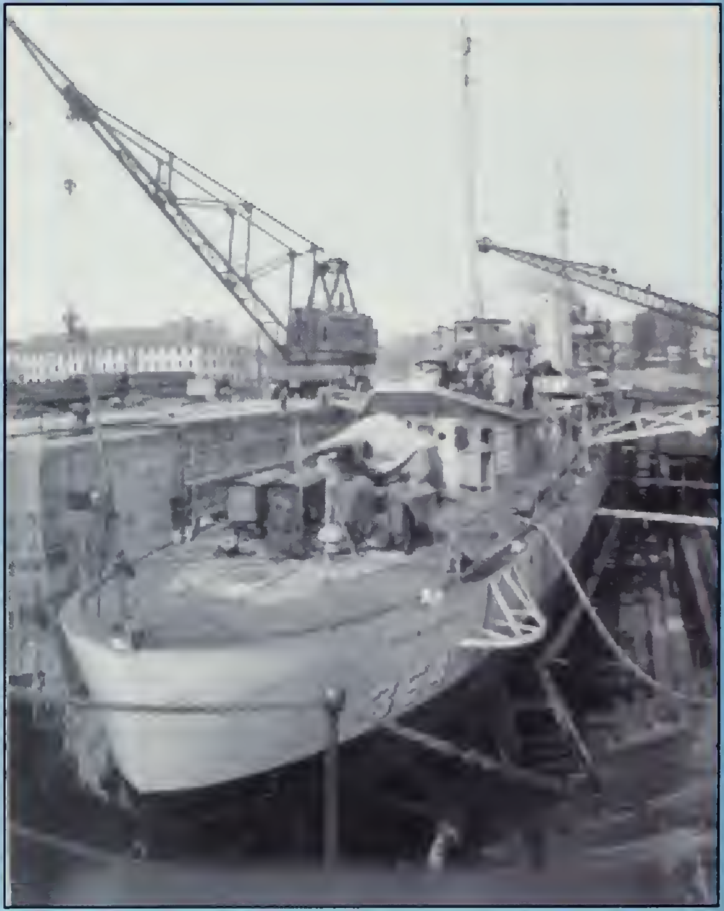


USS *Madison* (DD-425)
Commemorative Cachet
Commemorative cachets were issued for various ceremonial occasions in a ship's life, both as souvenirs and to raise money for charitable causes. This cachet was issued by the Navy Relief Society for the combined christening and commissioning ceremonies for the destroyer USS *Madison* (DD-425).
BOSTS-11892



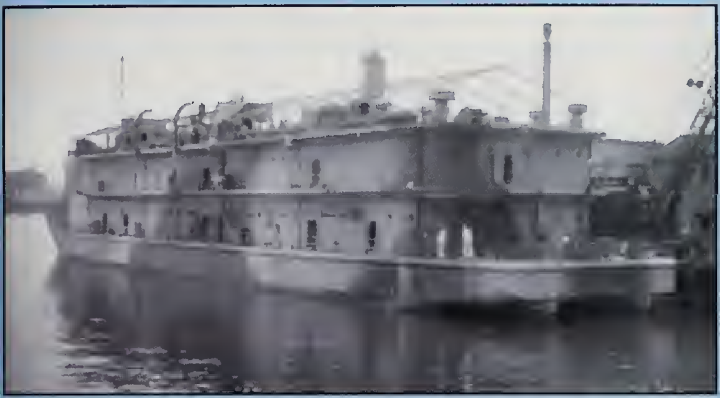
USS *John J. Powers* (DE-528)
Named for Lt. John J. Powers, a naval aviator who received a posthumous Medal of Honor for his actions at the Battle of the Coral Sea in May 1942, USS *John J. Powers* is seen in Boston Harbor on April 27, 1944.
BOSTS-11528

USS *Knight* (DD-633)
USS *Knight* is seen at Pier 6 East on October 3, 1942, shortly before leaving Boston for Norfolk to join the forces preparing for Operation Torch, the invasion of North Africa. *BOSTS-11671*



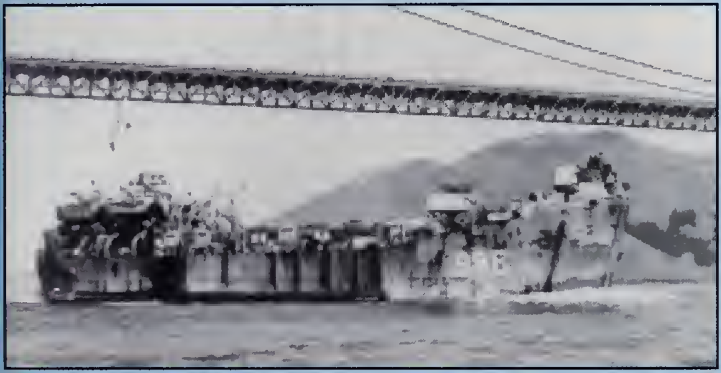
USS *Monaghan* (DD-354)
The second destroyer to be constructed by the yard, USS *Monaghan* was built in Dry Dock 2 and then transferred to Dry Dock 1 for completion. She is seen here in the latter facility in early 1935. Portal Crane 12 and Building 5 can be seen in the background at left. *BOSTS-13655*

Ships Built In The 20th Century: A Gallery



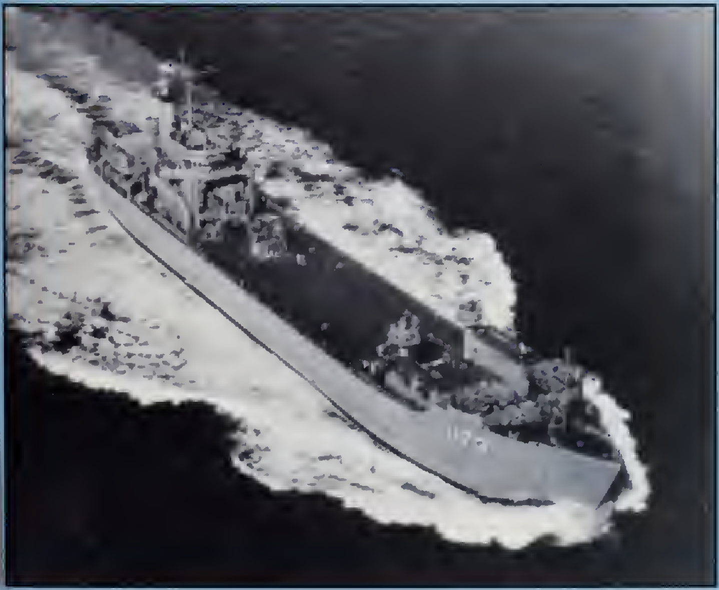
USS *APL-11* (APL-11)

The non-self-propelled barracks ship *APL-11* is seen on October 4, 1944. Assigned to the Pacific, she would bear the unofficial name *The New Yorker.* *BOSTS-10120*



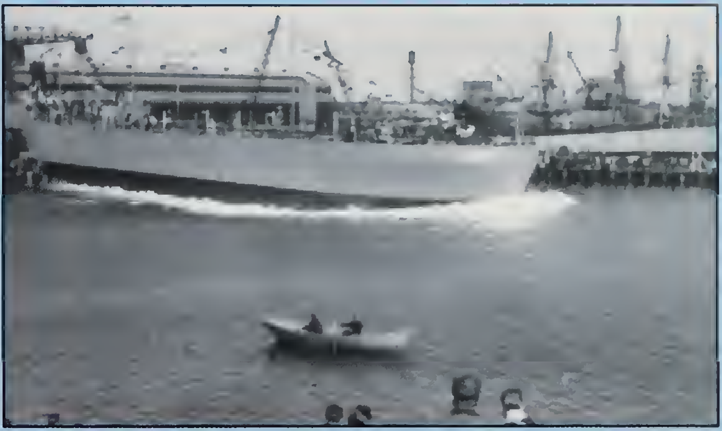
USS *LST-985* (LST-985)

Tank landing ships saw heavy service in both European and Pacific theaters during World War II, as evidenced by this view of USS *LST-985* entering San Francisco Bay in late 1945 or early 1946. *NHC NH-83648*



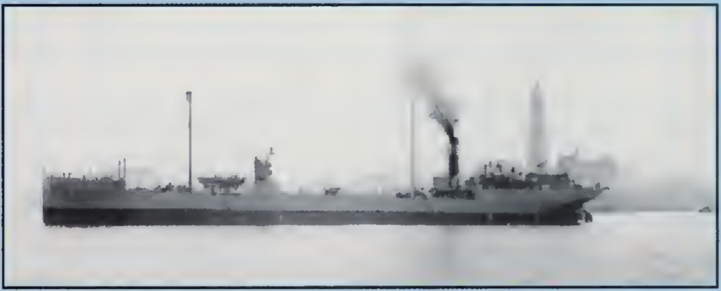
USS *Suffolk County* (LST-1173)

The last warship built by the Navy Yard, USS *Suffolk County* was named for the county in which the yard is located. This aerial view of her underway at speed was probably taken around the time of her completion in the summer of 1957. *BOSTS-14315*



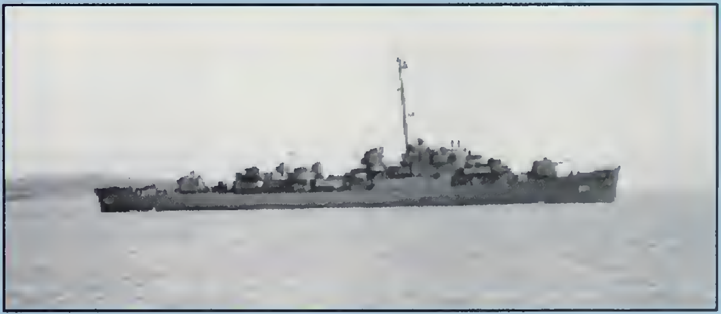
USS *LST-305* (LST-305)

The hull of USS *LST-305* enters the waters of Boston Harbor during her launching from Shipways 2 on October 10, 1942. Commissioned on December 6, 1942, she was transferred to the Royal Navy the next day. HMS *LST-305* was lost to an Axis submarine off Anzio on February 20, 1944. *BOSTS-11696*



USS *Pecos* (AO-6)

The last of three oilers constructed by the Navy Yard, USS *Pecos* is seen on September 26, 1921. The Customs House Tower, Boston's first skyscraper, can be seen in the background. *BOSTS-13923*

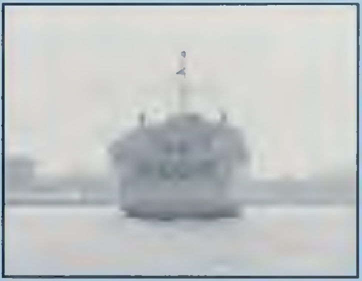


USS *Rizzi* (DE-537)

USS *Rizzi* is seen in Boston Harbor on July 10, 1945. Completed too late for service in World War II, she was briefly employed as a training ship before being decommissioned in 1946. She served a second term as a reserve training ship between 1951and 1958. *BOSTS-14095*

USS *Tortuga* (LSD-26)

This photograph of USS *Tortuga* in Boston Harbor on June 4, 1945, provides a clear view of the stern gate to the vessel's well deck, which enabled landing craft to be floated off. *BOSTS-14459*



Name	Type	Hull No.	Keel Laid	Launched	Commissioned	Fate
No Name (ATL-301), see No Name (LST-301)						
No Name (ATL-302), see No Name (LST-302)						
No Name (ATL-303), see No Name (LST-303)						
No Name (ATL-304), see No Name (LST-304)						
No Name (ATL-305), see No Name (LST-305)						
No Name (ATL-306), see No Name (LST-306)						
No Name (ATL-307), see No Name (LST-307)						
No Name (ATL-308), see No Name (LST-308)						
No Name (ATL-309), see No Name (LST-309)						
No Name (ATL-310), see No Name (LST-310)						
No Name	Escort Vessel	BDE-1	1942 Apr 5	1942 Jun 27	1945 Aug 22[14]	Loaned to Britain 1943-1945; named *Bayntun* (1945); sold 1947
No Name	Escort Vessel	BDE-2	1942 Apr 5	1942 Jun 27	1945 Aug 20[14]	Loaned to Britain 1943-1945; named *Bazely* (1945); scrapped 1946
No Name	Escort Vessel	BDE-3	1942 Sep 22	1942 Nov 23	Never	Transferred to Britain 1943
No Name	Escort Vessel	BDE-4	1942 Sep 22	1942 Nov 23	Never	Transferred to Britain 1943
No Name (BDE-5), see *Evarts*						
No Name (BDE-6), see *Wyffels*						
No Name (BDE-7), see *Griswold*						
No Name (BDE-8), see *Steele*						
No Name (BDE-9), see *Carlson*						
No Name (BDE-10), see *Bebas*						
No Name (BDE-11), see *Crouter*						
No Name	Escort Vessel	BDE-12	1942 Dec 8	1943 Jan 26	Never	Transferred to Britain 1943
No Name	Destroyer	DD-905	Never	Never	Never	Cancelled 1945
No Name	Destroyer	DD-906	Never	Never	Never	Cancelled 1945
No Name	Destroyer	DD-907	Never	Never	Never	Cancelled 1945
No Name	Destroyer	DD-908	Never	Never	Never	Cancelled 1945
No Name	Escort Vessel	DE-280	1943 Jul 9	1943 Aug 13	1945 Aug 26[14]	Loaned to Britain 1943-1945; named *Kingsmill* (1945); sold 1947
No Name	Escort Vessel	DE-425	Never	Never	Never	Cancelled 1944
No Name	Escort Vessel	DE-426	Never	Never	Never	Cancelled 1944
No Name	Escort Vessel	DE-427	Never	Never	Never	Cancelled 1944
No Name	Escort Vessel	DE-428	Never	Never	Never	Cancelled 1944
No Name	Escort Vessel	DE-429	Never	Never	Never	Cancelled 1944
No Name	Escort Vessel	DE-430	Never	Never	Never	Cancelled 1944
No Name	Escort Vessel	DE-431	Never	Never	Never	Cancelled 1944
No Name	Escort Vessel	DE-432	Never	Never	Never	Cancelled 1944
No Name	Escort Vessel	DE-433	Never	Never	Never	Cancelled 1944
No Name	Escort Vessel	DE-434	Never	Never	Never	Cancelled 1944
No Name	Escort Vessel	DE-435	Never	Never	Never	Cancelled 1944
No Name	Escort Vessel	DE-436	Never	Never	Never	Cancelled 1944
No Name	Escort Vessel	DE-437	Never	Never	Never	Cancelled 1944
No Name	Escort Vessel	DE-516	1943 Jul 9	1943 Aug 13	Never	Transferred to Britain 1943
No Name	Escort Vessel	DE-517	1943 Jul 9	1943 Aug 13	Never	Transferred to Britain 1943
No Name	Escort Vessel	DE-518	1943 Jul 9	1943 Aug 13	Never	Transferred to Britain 1943
No Name	Escort Vessel	DE-519	1943 Jul 18	1943 Aug 30	1945 Aug 20[14]	Loaned to Britain 1943-1945; named *Pasley* (1945); sold 1945
No Name	Escort Vessel	DE-520	1943 Jul 18	1943 Aug 30	Never	Transferred to Britain 1943
No Name	Escort Vessel	DE-521	1943 Aug 14	1943 Sep 24	1945 Aug 22[14]	Loaned to Britain 1943-1945; named *Hoste* (1945); sold 1946
No Name	Escort Vessel	DE-522	1943 Aug 14	1943 Sep 24	Never	Transferred to Britain 1943
No Name	Escort Vessel	DE-523	1943 Aug 14	1943 Sep 24	Never	Transferred to Britain 1943
No Name	Escort Vessel	DE-524	1943 Aug 14	1943 Sep 24	Never	Transferred to Britain 1943
No Name	Escort Vessel	DE-525	1943 Sep 25	1943 Nov 2	Never	Transferred to Britain 1944
No Name	Escort Vessel	DE-526	1943 Sep 25	1943 Nov 2	Never	Transferred to Britain 1944

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[14] Placed in U.S. Navy service on return from loan to Great Britain; retained Royal Navy names *Bayntun, Bazely, Kingsmill, Pasley,* and *Hoste*, respectively.

Name	Type	Hull No.	Keel Laid	Launched	Commissioned	Fate
No Name	Escort Vessel	DE-558	Never	Never	Never	Cancelled 1944
No Name	Escort Vessel	DE-559	Never	Never	Never	Cancelled 1944
No Name	Escort Vessel	DE-560	Never	Never	Never	Cancelled 1944
No Name	Escort Vessel	DE-561	Never	Never	Never	Cancelled 1944
No Name	Escort Vessel	DE-562	Never	Never	Never	Cancelled 1944
No Name	Escort Vessel	DE-801	Never	Never	Never	Cancelled 1943
No Name	Escort Vessel	DE-802	Never	Never	Never	Cancelled 1943
No Name	Escort Vessel	DE-803	Never	Never	Never	Cancelled 1943
No Name	Tank Landing Ship	LST-301	1942 Jun 26	1942 Sep 15	1942 Nov 1	Ex-ATL-301 (1942); transferred to Britain 1942
No Name	Tank Landing Ship	LST-302	1942 Jun 27	1942 Sep 15	1942 Nov 10	Ex-ATL-302 (1942); transferred to Britain 1942
No Name	Tank Landing Ship	LST-303	1942 Jul 3	1942 Sep 15	1942 Nov 20	Ex-ATL-303 (1942); transferred to Britain 1942
No Name	Tank Landing Ship	LST-304	1942 Jul 3	1942 Sep 15	1942 Nov 29	Ex-ATL-304 (1942); transferred to Britain 1942
No Name	Tank Landing Ship	LST-305	1942 Jul 24	1942 Oct 10	1942 Dec 6	Ex-ATL-305 (1942); transferred to Britain 1942
No Name	Tank Landing Ship	LST-306	1942 Jul 24	1942 Oct 10	1942 Dec 11	Ex-ATL-306 (1942); named *Bernalillo County* (1955); sold 1959
No Name	Tank Landing Ship	LST-307	1942 Sep 15	1942 Nov 9	1942 Dec 23	Ex-ATL-307 (1942); sold 1948
No Name	Tank Landing Ship	LST-308	1942 Sep 15	1942 Nov 9	1943 Jan 2	Ex-ATL-308 (1942); sold 1947
No Name	Tank Landing Ship	LST-309	1942 Sep 22	1942 Nov 23	1943 Jan 20	Ex-ATL-309 (1942); sold 1947
No Name	Tank Landing Ship	LST-310	1942 Sep 22	1942 Nov 23	1943 Jan 20	Ex-ATL-310 (1942); name *Aeolus* assigned/cancelled 1945; reclassified ARL-42 (1945); reclassified LST-310 (1945); sold 1947
No Name	Tank Landing Ship	LST-980	1943 Dec 9	1944 Jan 27	1944 Feb 26	Named *Meeker County* (1955); sold 1975
No Name	Tank Landing Ship	LST-981	1943 Dec 9	1944 Jan 27	1944 Mar 11	Sold 1947
No Name	Tank Landing Ship	LST-982	1943 Dec 22	1944 Feb 10	1944 Mar 19	Sold 1947
No Name	Tank Landing Ship	LST-983	1943 Dec 22	1944 Feb 10	1944 Mar 25	Named *Middlesex County* (1955); transferred to Indonesia 1975
No Name	Tank Landing Ship	LST-984	1944 Jan 3	1944 Feb 25	1944 Apr 1	Sold 1948
No Name	Tank Landing Ship	LST-985	1944 Jan 3	1944 Feb 25	1944 Apr 7	Sold 1947
No Name	Tank Landing Ship	LST-986	1944 Jan 15	1944 Mar 5	1944 Apr 14	Sold 1948
No Name	Tank Landing Ship	LST-987	1944 Feb 2	1944 Mar 5	1944 Apr 19	Named *Millard County* (1955); transferred to Germany 1961
No Name	Tank Landing Ship	LST-988	1944 Feb 10	1944 Mar 12	1944 Apr 25	Named *Mineral County* (1955); sunk as target 1957
No Name	Tank Landing Ship	LST-989	1944 Feb 10	1944 Mar 12	1944 Apr 28	Sold 1948
No Name	Tank Landing Ship	LST-990	1944 Feb 26	1944 Mar 27	1944 May 1	Sold 1947
No Name	Tank Landing Ship	LST-991	1944 Feb 26	1944 Mar 27	1944 May 6	Sold 1946
No Name	Tank Landing Ship	LST-992	1944 Mar 5	1944 Apr 7	1944 May 10	Sold 1948
No Name	Tank Landing Ship	LST-993	1944 Mar 5	1944 Apr 7	1944 May 12	Transferred to China 1948
No Name	Tank Landing Ship	LST-994	1944 Mar 12	1944 Apr 17	1944 May 17	Sold 1947
No Name	Tank Landing Ship	LST-995	1944 Mar 12	1944 Apr 17	1944 May 20	Sold 1947
No Name	Tank Landing Ship	LST-996	1944 Mar 27	1944 May 2	1944 May 23	Sold 1947
No Name	Tank Landing Ship	LST-997	1944 Mar 27	1944 May 2	1944 May 27	Sold 1948
No Name	Tank Landing Ship	LST-998	1944 Apr 8	1944 May 14	1944 May 29	Sold 1948
No Name	Tank Landing Ship	LST-999	1944 Apr 8	1944 May 14	1944 May 30	Sold 1947
No Name	Tank Landing Ship	LST-1000	1944 Apr 18	1944 May 26	1944 Jun 14	Sold 1948
No Name	Tank Landing Ship	LST-1001	1944 Apr 18	1944 May 26	1944 Jun 20	Sold 1947
No Name	Tank Landing Ship	LST-1002	1944 May 3	1944 Jun 8	1944 Jun 25	Stricken 1946
No Name	Tank Landing Ship	LST-1003	1944 May 3	1944 Jun 8	1944 Jun 29	Named *Coronis* (1944); reclassified ARL-10 (1944); stricken 1961
No Name	Tank Landing Ship	LST-1028	1944 May 15	1944 Jun 18	1944 Jul 7	Sold 1947
No Name	Tank Landing Ship	LST-1029	1944 May 15	1944 Jun 18	1944 Jul 13	Sold 1946

Name	Type	Hull No.	Keel Laid	Launched	Commissioned	Fate
No Name	Tank Landing Ship	LST-1030	1944 May 27	1944 Jun 25	1944 Jul 19	Transferred to China 1948
No Name	Tank Landing Ship	LST-1031	1944 May 27	1944 Jun 25	1944 Jul 25	Sold 1947
No Name	Tank Landing Ship	LST-1032	1944 Jun 9	1944 Jul 9	1944 Aug 1	Named *Monmouth County* (1955); sold 1971
No Name	Tank Landing Ship	LST-1033	1944 Jun 9	1944 Jul 9	1944 Aug 12	Reclassified LSTH-1033 (1945); transferred to China 1947
No Name	Tank Landing Ship	LST-1034	1944 Jun 26	1944 Aug 4	1944 Aug 26	Sold 1946
No Name	Tank Landing Ship	LST-1035	1944 Jun 26	1944 Aug 4	1944 Sep 1	Sold 1947
No Name	Tank Landing Ship	LST-1036	1944 Jul 10	1944 Aug 24	1944 Sep 15	Named *Creon* (1944); reclassified ARL-11 (1944); sold 1961
No Name	Tank Landing Ship	LST-1037	1944 Jul 10	1944 Aug 24	1944 Sep 22	Named *Poseidon* (1944); reclassified ARL-12 (1944); sold 1961
No Name	Tank Landing Ship	LST-1153	1945 Jul 19	1947 Apr 24	1947 Sep 3	Named *Talbot County* (1955); sold 1974
No Name	Tank Landing Ship	LST-1154	1945 Aug 4	1946 Jul 19	1949 May 24	Named *Tallahatchie County* (1955); reclassified AVB-2 (1962); sold 1970
No Name	Tank Landing Ship	LST-1155	Never	Never	Never	Cancelled 1946
No Name	Submarine	SS-537	Never	Never	Never	Cancelled 1944
No Name	Submarine	SS-538	Never	Never	Never	Cancelled 1944
No Name	Submarine	SS-539	Never	Never	Never	Cancelled 1944
No Name	Submarine	SS-540	Never	Never	Never	Cancelled 1944
No Name	Submarine	SS-541	Never	Never	Never	Cancelled 1944
No Name	Submarine	SS-542	Never	Never	Never	Cancelled 1944
No Name	Submarine	SS-543	Never	Never	Never	Cancelled 1944
No Name	Submarine	SS-544	Never	Never	Never	Cancelled 1944
Nueces	Barracks Ship	APB-40	1945 Jan 2	1945 May 6	1945 Nov 30	Ex-APL-40 (1944); reclassified IX-503 (1975); reclassified APL-40 (2001); **active USN 2008**
O'Brien	Destroyer	DD-415	1938 May 31	1939 Oct 20	1940 Mar 2	Lost 1942
O'Toole	Escort Vessel	DE-274	1943 May 20	1943 Jul 8	Never	Transferred to Britain 1943
O'Toole	Escort Vessel	DE-527	1943 Sep 25	1943 Nov 2	1944 Jan 22	Sold 1946
Oregon	Monitor	—	1864 Apr 15	Never	Never	Ex-*Hercules* (1869); ex-*Quinsigamond* (1869); scrapped 1884
Osberg	Escort Vessel	DE-538	1943 Nov 3	1943 Dec 7	1945 Dec 10	Sold 1974
Oswald A. Powers	Escort Vessel	DE-542	1943 Nov 18	1943 Dec 17	Never	Cancelled 1946; scrapped
Pasley, see No Name (DE-519)						
Patapsco[15]	Tug No. 10	AT-10	1907 May 12	1908 Jun 29	1911 Jul 1	Sold 1936
Pecos	Fuel Ship No. 18	AO-6	1920 Jun 2	1921 Apr 23	1921 Aug 25	Lost 1942
Pennsylvania	Screw Frigate	—	1865	Never	Never	Ex-*Keywadin* (1869); scrapped 1884
Pentucket	Tug No. 8	YT-8	1903 Jan 29	1903 Jul 16	1911 Jul 1	Sold 1937
Pequot	Screw Gunboat	—	1862 Oct 18	1863 Jun 4	1864 Jan 15	Transferred to Haiti 1869
Pickerel[16]	Submarine	SS-524	1944 Feb 8	1944 Dec 15	1949 Apr 4	Transferred to Italy 1972
Pioneer	Brig (6)	—	1836	1836 Oct 29	1836 Dec 24	Sold 1844
Plymouth	Sloop-of-War (20)	—	1843 Jun 17	1843 Nov 11	1844 Apr 3	Lost 1861
Pompanoosuc, see *Connecticut*						
Porpoise	Brig (10)	—	1836 Jan 24	1836 May 31	1836 Aug 25	Lost 1854
Poseidon, see No Name (LST-1037)						
Powhatan	Harbor Tug	YT-128	1938 Mar 28	1938 Jun 10	1938 Sep 16	Reclassified YTM-128 (1944); stricken 1971
Princeton	Screw Steamer	—	1851 Jun	1851 Oct 29	1852 May 18	Sold 1866
Quinsigamond, see *Hercules*						
Ralph Talbot	Destroyer	DD-390	1935 Oct 28	1936 Oct 31	1937 Oct 14	Scuttled 1948
Reybold	Escort Vessel	DE-275	1943 May 20	1943 Jul 8	Never	Transferred to Britain 1943
Richard P. Leary	Destroyer	DD-664	1943 Jul 4	1943 Oct 6	1944 Feb 23	Transferred to Japan 1959

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[15] Built by Portsmouth Navy Yard, Kittery, Me.; transferred to Navy Yard for completion 1909 Jul.

[16] Reassigned to Portsmouth Navy Yard for completion 1945 Sep 27 when 62 percent complete.

Name	Type	Hull No.	Keel Laid	Launched	Commissioned	Fate
Rizzi	Escort Vessel	DE-537	1943 Nov 3	1943 Dec 7	1945 Jun 26	Sold 1974
Rogers Blood	Escort Vessel	DE-555	Never	Never	Never	Cancelled 1944
Saco	Screw Gunboat	—	1863 Jan 15	1863 Aug 28	1864 Jul 11	Sold 1883
Sagamore[17]	Tug No. 20	AT-20	1917	1917	1918 Jun 18	Ex-*Comanche* (1917); reclassified ATO-20 (1944); stricken 1947
Sanders	Escort Vessel	DE-273	1943 Apr 23	1943 Jun 4	1945 Aug 20[18]	Loaned to Britain 1943-1945; named *Grindall* (1945); scrapped 1946
Sea Panther	Submarine	SS-528	Never	Never	Never	Cancelled 1944
Seid	Escort Vessel	DE-256	1943 Jan 10	1943 Feb 22	1943 Jun 11	Sold 1947
Serapis	Screw Sloop	—	Never	Never	Never	Cancelled 1866
Sheehan	Escort Vessel	DE-541	1943 Nov 8	1943 Dec 17	Never	Cancelled 1946; scrapped
Silverstein	Escort Vessel	DE-534	1943 Oct 8	1943 Nov 8	1944 Jul 14	Sold 1973
Smartt	Escort Vessel	DE-257	1943 Jan 10	1943 Feb 22	1943 Jun 18	Sold 1946
Statler, see No Name (APL-32)						
Steele	Escort Vessel	DE-8	1942 Nov 27	1943 Jan 9	1943 May 4	Ex-BDE-8 (1943); sold 1946
Suffolk County	Tank Landing Ship	LST-1173	1955 Jul 17	1956 Sep 5	1957 Aug 15	Stricken 1989
Talbot County, see No Name (LST-1153)						
Tallahatchie County, see No Name (LST-1154)						
Tallapoosa	Sidewheel Gunboat	—	1862 Aug 8	1863 Feb 17	1864 Sep 13	Sold 1892
The New Yorker, see No Name (APL-11)						
Tibourn	Submarine	SS-529	Never	Never	Never	Cancelled 1944
Tioga	Sidewheel Gunboat	—	1861 Dec 7	1862 Apr 18	1862 Jun 30	Sold 1867
Tisdale	Escort Vessel	DE-278	1943 Jun 5	1943 Jul 17	Never	Transferred to Britain 1943
Tortuga	Dock Landing Ship	LSD-26	1944 Oct 16	1945 Jan 21	1945 Jun 8	Stricken 1976
Trippe	Destroyer	DD-403	1937 Apr 15	1938 May 14	1939 Nov 1	Scuttled 1948
Trumpeter	Escort Vessel	DE-279	1943 Jun 5	1943 Jul 17	1945 Aug 20[18]	Loaned to Britain 1943-1945; named *Kempthorne* (1945); sold 1946
Tweedy	Escort Vessel	DE-532	1943 Aug 31	1943 Oct 7	1944 Feb 12	Sunk as target 1970
Vandalia	Screw Sloop	—	1872	1874 Oct 23	1876 Jan 10	Lost 1889
Vandivier	Escort Vessel	DE-540	1943 Nov 8	1943 Dec 27	1955 Oct 11	Reclassified DER-540 (1954); sunk as target 1974
Vermont, see *Virginia*						
Vermont	Ship-of-the-Line (74)	—	1818 Nov	1848 Sep 15	1862 Jan 30	Ex-*Virginia* (1827); sold 1902
Virginia, see *Vermont*						
Virginia	Ship-of-the-Line (74)	—	1822 May 13	Never	Never	Ex-*Vermont* (1827); scrapped 1884
Wachusett	Screw Sloop	—	1861 Jun 26	1861 Oct 10	1862 Mar 2	Sold 1887
Wagner	Escort Vessel	DE-539	1943 Nov 8	1943 Dec 27	1955 Nov 22	Reclassified DER-539 (1954); scrapped 1977
Walke	Destroyer	DD-416	1938 May 31	1939 Oct 20	1940 Apr 27	Lost 1942
Walter S. Brown	Escort Vessel	DE-258	1943 Jan 10	1943 Feb 22	1943 Jun 25	Scrapped 1946
Warren	Sloop-of-War (18)	—	1826 Jun 1	1826 Nov 29	1827 Feb 22	Sold 1863
Whetstone	Dock Landing Ship	LSD-27	1945 Apr 7	1945 Jul 18	1946 Feb 12	Stricken 1976
Whitney	Destroyer Tender No. 4	AD-4	1921 Apr 23	1923 Oct 12	1924 Sep 2	Sold 1948
Wilkes	Destroyer	DD-441	1939 Nov 1	1940 May 31	1941 Apr 22	Sold 1972
William C. Miller	Escort Vessel	DE-259	1943 Jan 10	1943 Feb 22	1943 Jul 2	Sold 1947
William M. Wood	Escort Vessel	DE-557	Never	Never	Never	Cancelled 1944
William R. Rush	Escort Vessel	DE-556	Never	Never	Never	Cancelled 1944
Winooski	Sidewheel Gunboat	—	1863 Feb 20	1863 Jul 30	1865 Jun 27	Sold 1868
Wintle	Escort Vessel	DE-266	1943 Mar 11	1943 Apr 22	Never	Transferred to Britain 1943
Worcester, see *Manitou*						
Wyffels	Escort Vessel	DE-6	1942 Oct 17	1942 Dec 7	1943 Apr 15	Ex-BDE-6 (1943); transferred to China 1945

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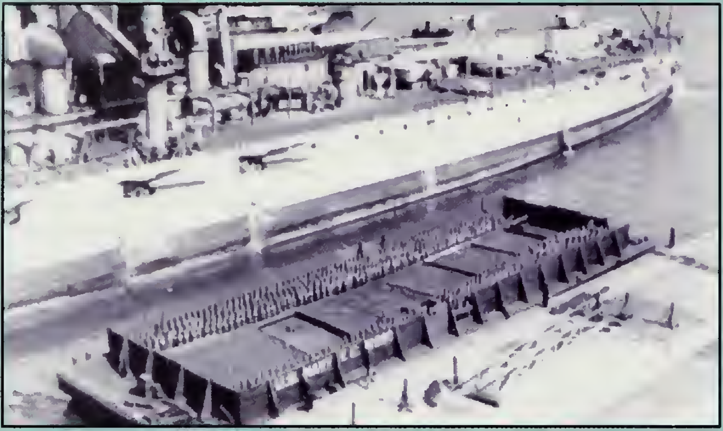
[17] Built by American Ship Building (Buffalo Dry Dock) (Hull No. 903), Buffalo, N.Y.; taken over incomplete 1917 Dec 5 and transferred to Navy Yard for completion.

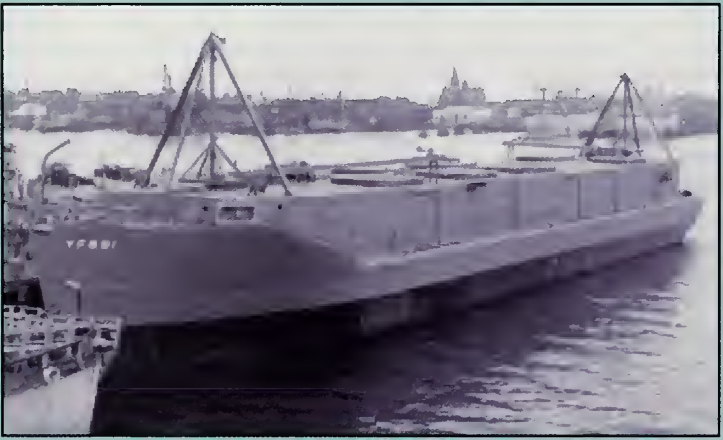
[18] Placed in U.S. Navy service on return from loan to Great Britain; retained Royal Navy names *Grindall* and *Kempthorne*, respectively.

Service Craft Built By The Navy Yard: A Gallery



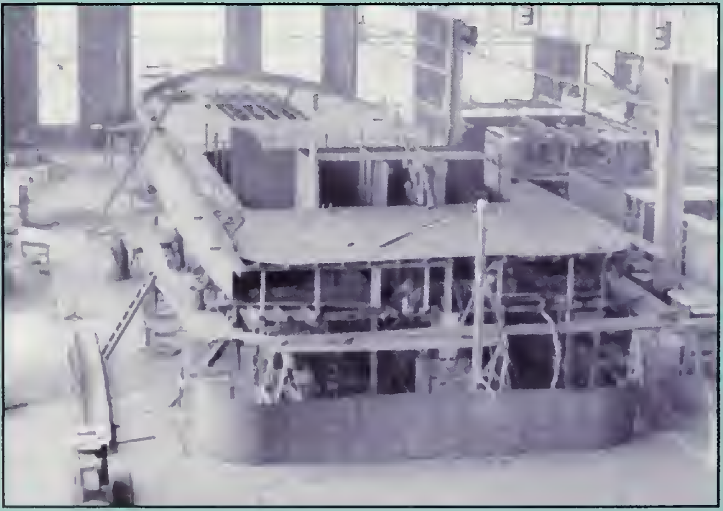
Coal Barge No. 288 (YC-288)

In the early years of the 1900s, the Navy built or acquired hundreds of barges to carry coal. The Navy Yard constructed 22 such craft between 1903 and 1914. The next to the last of these barges, *YC-288* is being used to transport ammunition in this photograph that dates to the mid-1920s. *Boston Public Library*



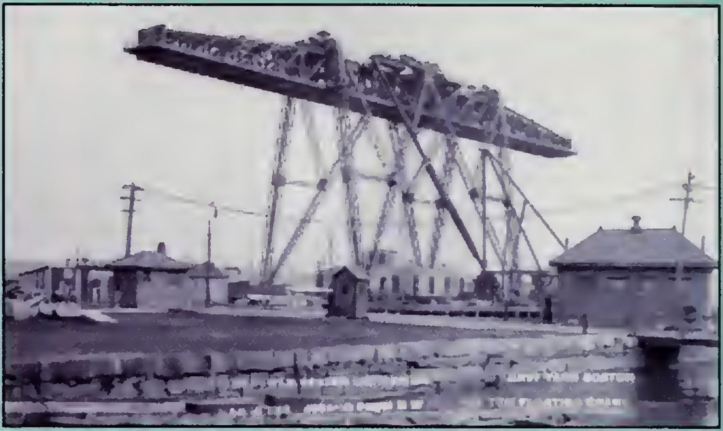
YF-891 (YF-891)

Covered lighter *YF-891* is seen on July 16, 1945. She would be sold two years later and converted into a civilian drilling barge, being renamed *Magnolia Drilling Barge No. 1*. *BOSTS-14789*



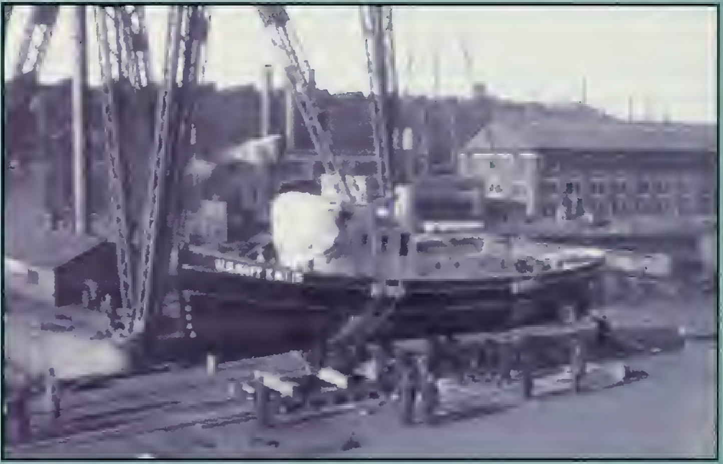
YSD-11 (YSD-11)

Not all craft were built on traditional exterior inclined building ways. Here, the hull of self-propelled seaplane wrecking derrick *YSD-11* takes shape in the Assembly Shop (Building 195) on July 5, 1940. *BOSTS-14885*



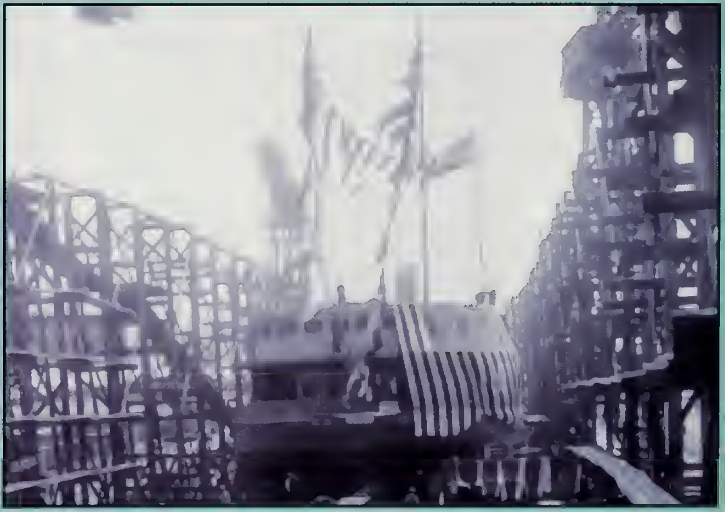
Floating Derrick No. 21 (YD-21)

This 150-ton capacity floating crane was one of several the Navy purchased from a Cleveland, Ohio, firm and assembled at various navy yards. The craft is seen here at Pier 9. At left is the Watch House (Building 128), while one of the yard's Latrines (Building 127) is at right. *BOSTS-8883*



Motor Tug No. 15 (YMT-15)

Floating derrick *YD-11* lifts newly-completed *Motor Tug No. 15* (YMT-15) off the cradle bringing the craft from Building 104, where she had been constructed, during her launching ceremonies on February 18, 1932. Buildings 42 and 103 can be seen in the background. *BOSTS-14892*



Torpedo Testing Barge No. 2 (YTT-2)

Torpedo Testing Barge No. 2 is readied for launching on June 21, 1917. *BOSTS-14457*

Part II – Service Craft

Hull No.	Launched	Fate
Anchor Hoy and Tank		
None	1834 Jul 28	Unknown
Dry Dock Caisson (Dry Dock 1)		
None	1901 Oct. 31	**Active NPS 2008**
Powder Boat		
None	1861 Dec. 21	Unknown
Ash Lighter		
•YA-13	1905	Sold 1945
YA-14	1905	Reclassified YD-65 (1928); reclassified YC-690 (193?); scrapped 1940
Coal Barge		
YC-90	1903	Stricken 193?
YC-91	1903	Stricken 193?
YC-92	1903	Stricken 193?
YC-93	1903	Stricken 193?
YC-94	1903	Stricken 193?
YC-95	1903	Stricken 193?
•YC-96	1903	Reclassified YD-20 (1911); sold 1976
YC-97	1903	Sold 1922
YC-98	1903	Stricken 1916/9?
YC-99	1903	Sold 1922
YC-100	1903	Sold 1923
YC-101	1903	Sold 1924
YC-102	1903	Stricken 193?
YC-103	1903	Sold 1922
YC-104	1903	Sold 1924
YC-105	1903	Sold 1924
•YC-227	1908 Mar 25	Reclassified YPD-20 (1913); stricken 195?
YC-228	1908 May 2	Stricken 1909?
YC-229	1908 May 29	Stricken 191?
YC-230	1908 Dec 29	Sold 1923
YC-288	1914	Sold 1935
•YC-289	1914	Sold 19??
Caisson Barge		
•YC-1147	1944 Jul 26[1]	Rerated equipment 1945
•YC-1148	1944 Jul 26[1]	Rerated equipment 1945
Floating Derrick		
YD-2 [2]	1892	Stricken 1916/9?
•YD-21[3]	1912 Aug 8	Stricken 1947
YD-22	1913	Stricken 1914/6?
•YD-35	1913	Sold 19??
•YD-77	1942 Nov[1]	Sold 1985
YD-179	1949 Jan 14[1]	To Mexico 1964
Ammunition Lighter		
YE-17	1910	Reclassified YF-234 (193?); sold 1935
YE-23	1910 Feb 20	Reclassified YF-235 (193?); stricken 1934
Freight Lighter		
YF-77	1918	Reclassification to YR-11 cancelled (1919); sold 1935
YF-78	1918	Sold 1923
•YF-79	1918	Reclassified YFN-79 (1946); stricken 19??
•YF-80	1918	Reclassified YFN-80 (1946); stricken 19??
•YF-81	1918	Reclassified YFN-81 (1946); stricken 19??
•YF-82	1918	Reclassified YFN-82 (1946); stricken 1947
Covered Lighter		
•YF-258	1940 Aug 22	Reclassified YFN-258 (1946); reclassified YRB-1 (1948); stricken 1995; sold 1999
YF-728	Never	Cancelled 1944[4]
YF-729	Never	Cancelled 1944[4]
YF-730	Never	Cancelled 1944[4]
YF-731	Never	Cancelled 1944[4]
YF-732	Never	Cancelled 1944[4]
YF-733	Never	Cancelled 1944[4]
YF-734	Never	Cancelled 1944[4]
YF-735	Never	Cancelled 1944[4]
YF-736	Never	Cancelled 1944[4]
•YF-891	1945 Jun 9	Reclassified YFN-891 (1946); sold 1947
•YF-892	1945 Jun 9	Reclassified YFN-892 (1946); sold 1947
•YF-893	1945 Jul 30	Reclassified YFN-893 (1946); sold 1947
Covered Lighter (Non-Self-Propelled)		
YFN-1226	1965 Jun 18	Reclassified YC-1461 (196?); stricken 1981
YFN-1227	1965	Reclassified YC-1462 (196?); stricken 1980
YFN-1228	1965	Reclassified YC-1463 (196?); sunk as target 1975
YFN-1229	1965 Sep 10	Reclassified YC-1464 (196?); **active USN 2008**
Garbage Lighter		
•YG-5	1905	Reclassified YGN-5 (1946); stricken 19??
Motor Tug		
•YMT-15	1932 Feb 18	Reclassified YTL-479 (1944); stricken 19??
Floating Pile Driver		
YPD-5	1904	Stricken 1916/9?
Floating Workshop		
YR-1	1904	Reclassified YD-23 (1912); sold 194?
Stevedoring Barge		
YS-91	1941 Jun[1]	Classification cancelled 1942
YS-92	1941 Jun[1]	Classification cancelled 1942
YS-93	1941 Sep 3[1]	Classification cancelled 1942
YS-94	1941 Sep 19[1]	Classification cancelled 1942
YS-95	1941 Sep 10[1]	Classification cancelled 1942
Seaplane Wrecking Derrick		
•YSD-11	1940 Aug 21	Stricken 19??
•YSD-20	1941 Mar 6	Stricken 19??
•YSD-22	1941 Feb 14	Stricken 19??
•YSD-23	1941 Feb 15	Stricken 19??
Sludge Removal Barge		
•YSR-3	1941 Dec 31	Stricken 19??
Torpedo Testing Barge		
•YTT-2	1917 Jun 21	Stricken 1948

• Denotes service craft listed in Apr. 1945 edition of *Ships' Data, U.S. Naval Vessels.* Most unknown disposals occurred between 1949 and 1965.

[1] Date completed.

[2] Shown as *Dewey* in FY 1909 *Annual Report of the Secretary of the Navy.*

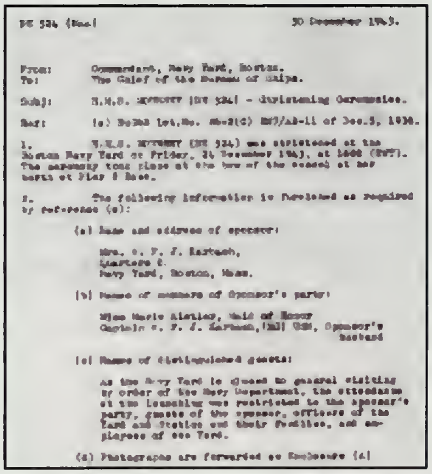
[3] Assembled at Navy Yard; supplied by Wellman-Seaver-Morgan, Cleveland, Ohio, with pontoon built by New York Shipbuilding (Hull No. 127), Camden, N.J.

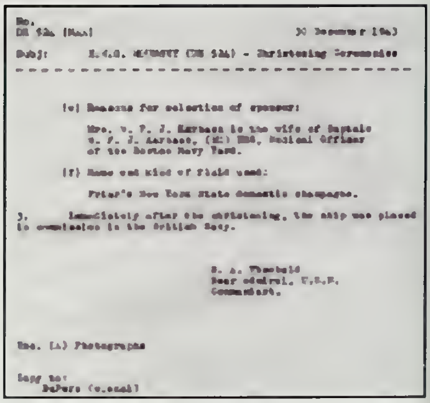
[4] Reordered from other builders—Cramp Shipbuilding, Philadelphia, Pa. (YF-728 to YF-733) and Erie Concrete & Supply, Erie, Pa. (YF-734 to YF-736).

Part III – Foreign Naval Names For Transferred Vessels

Hull No.	Country	Foreign Name (Hull No.)
BDE-1	Britain	*Bayntun* (K.310)
BDE-2	Britain	*Bazely* (K.311)
BDE-3	Britain	*Berry* (K.312)
BDE-4	Britain	*Blackwood* (K.313)
BDE-12	Britain	*Burges* (K.347)
DD-442	Italy	*Aviere* (D-554)
DD-472	Brazil	*Pará* (D-27)
DD-473	Brazil	*Paraiba* (D-28)
DD-581	Greece	*Velos* (D-16)
DD-582	Greece	*Aspis* (D-06)
DD-583	Greece	*Lonchi* (D-56)
DD-663	Japan	*Ariake* (DD-183)
DD-664	Japan	*Yugure* (DD-184)
DE-6	China	*T'ai Kang* (DE-21)
DE-266	Britain	*Capel* (K.470)
DE-267	Britain	*Cooke* (K.471)
DE-268	Britain	*Dacres* (K.472)
DE-269	Britain	*Domett* (K.473)
DE-270	Britain	*Foley* (K.474)
DE-271	Britain	*Garlies* (K.475)
DE-272	Britain	*Gould* (K.476)
DE-273	Britain	*Grindall* (K.477)
DE-274	Britain	*Gardiner* (K.478)
DE-275	Britain	*Goodall* (K.479)
DE-276	Britain	*Goodson* (K.480)
DE-277	Britain	*Gore* (K.481)
DE-278	Britain	*Keats* (K.482)
DE-279	Britain	*Kempthorne* (K.483)
DE-280	Britain	*Kingsmill* (K.484)
DE-516	Britain	*Lawford* (K.514)
DE-517	Britain	*Louis* (K.515)
DE-518	Britain	*Lawson* (K.516)
DE-519	Britain	*Pasley* (K.564) [ex-*Lindsay*]
DE-520	Britain	*Loring* (K.565)
DE-521	Britain	*Hoste* (K.566) [ex-*Mitchell*]
DE-522	Britain	*Moorsom* (K.567)
DE-523	Britain	*Manners* (K.568)
DE-524	Britain	*Mounsey* (K.569)
DE-525	Britain	*Inglis* (K.570)
DE-526	Britain	*Inman* (K.571)
IX-311	Philippines	*Tulungan* (AH-3)
LSD-21	Greece	*Nafkratoussa* (L-153)
LST-301	Britain	*LST-301*
LST-302	Britain	*LST-302*
LST-303	Britain	*LST-303*
LST-304	Britain	*LST-304*
LST-305	Britain	*LST-305*
LST-983	Indonesia	*Teluk Tomani*
LST-987	Germany	[Unknown]
LST-993	China	*Chung Hsun* (LST-208)
LST-1030	China	*Chung Chuan* (LST-221)
LST-1033	China	*Chung Sheng* (LST-211)
SS-522	Brazil	*Ceara* (S-14)
SS-523	Brazil	*Rio Grande do Sul* (S-11)
SS-524	Italy	*Primo Longobardo* (S-501)
SS-525	Venezuela	*Picua* (S-13)
Maratanza	Haiti	*Salnave*
Merrimack	CSA	*Virginia*
Pequot	Haiti	*Terreur*

HMS *Bayntun* (BDE-1)
With the East Boston waterfront in the background, HMS *Bayntun* (BDE-1) is seen off the Navy Yard on February 8, 1943. Named for Capt. Henry W. Bayntun, who commanded HMS *Leviathan* at the Battle of Trafalgar in 1805, she served in the North Atlantic until returned to American custody in August 1945. She was commissioned as USS *Bayntun* (DE-1) for return to the United States, one of nine Boston-built escorts to have brief careers as American warships following British service. *BOSTS-10381*





HMS *Mounsey* (DE-524)
This report by Navy Yard Commandant Rear Adm. R.A. Theobald to the Bureau of Ships documented the christening of HMS *Mounsey* and her transfer to the Royal Navy. *BOSTS-15404*

Appendix C

Navy Yard Collections

THE FOLLOWING is a brief guide to collections of archival and other unpublished materials relating to the Charlestown Navy Yard. It is not intended as a substitute for more detailed finding aids listed for individual collections, but to provide a guide to the general contents of the particular collections. This guide does not include detailed descriptions of physical objects that are in the collection of Boston National Historical Park. It also does not include materials relating to USS *Constitution* held by the USS Constitution Museum and other institutions.

This appendix lists collections held by Boston National Historical Park first, followed by those in the National Archives. Other collections having Navy Yard-related material follow, arranged alphabetically by the holding institution, and thereunder by that institution's arrangement of the material. Note that the descriptions include only items relevant to the Charlestown Navy Yard, which are often a minor part of a large collection. Since this guide has been compiled largely from entries in the National Union Catalog of Manuscript Collections, other archival guides, and citations in secondary sources, this listing is undoubtedly incomplete and some collections listed because of the individual's association with the Navy Yard may actually contain little if any Navy Yard-related material.

Boston National Historical Park's Scope of Collections Statement was approved on October 18, 1985. In addition to machinery relating to the Ropewalk and Chain Forge, it states that "the park will acquire representative objects from all areas of the Navy Yard which have value for exhibiting, illustrating, or documenting significant aspects of Navy Yard history" as well as "objects associated with the history of the U.S. Marines at the Charlestown Navy Yard, particularly the marines' [*sic*] activities and duties in the Navy Yard." It provides that "the park will seek to avoid competition with the USS Constitution Museum for museum items" relating to USS *Constitution* and would "selectively collect" materials relating to ships built or repaired at the yard. With regard to documentary and archival materials, the statement called for preservation of documents and photographs "which record the historic activities, people, structures, events, and appearance of the Navy Yard." Finally, it provides for the collection of "all scientifically excavated archeological materials from NPS property connected with the Navy Yard."[1]

A Collection Management Plan (CMP) for the park was completed in September 1994.[2] This document made specific recommendations for the processing and management of the park's museum collections as well as on the format and content of the Scope of Collections Statement. Many of the recommendations of the plan have been implemented, and there has been an ongoing effort through various funding means to process and catalog park collections. A project (PMIS 90812) to produce a new Collection Management Plan for the park to take into account changes since the 1994 plan and current National Park Service policies is currently underway. An update of the Scope of Collections Statement in accordance with the recommendations of the new CMP is scheduled for FY 2011.

At the current time, the finding aids for the Boston National Historical Park Archives consist of a series of documents produced at different times and with different levels of detail. They are outdated, both in terms of changes to the organization of the collection since the original finding aid was prepared in 1981 and in terms of including all Navy Yard-related collections. The park has submitted a project (PMIS 108004) to provide a single comprehensive and consistent finding aid for the Records of the Boston Naval Shipyard, the Boston Naval Shipyard Related Collections, the Boston Naval Shipyard Oral History Project, and the Boston Naval Shipyard Photo Collection.

Currently, most park archival materials are available to researchers only through personal visits to the archives or as copies produced on demand in response to mail and telephone inquiries. The park has submitted a project (PMIS 16841) to digitize portions of the Boston Naval Shipyard Collection to allow it to be more widely available. This project includes selected photographs together with architectural and engineering plans, the two series of ships' history files, and the *Boston Naval Shipyard News*.

It should be noted that as a matter of policy and to protect copyrights, the Boston National Historical Park Archives will not provide copies of materials held by other institutions to non-official researchers.

Boston National Historical Park Archives

Building 107, Charlestown Navy Yard
Boston, Mass.

Scope: Includes archival documents; architectural and engineering drawings; photographic prints, negatives, and slides; motion picture film; oral history recordings and transcripts; and miscellaneous materials relating to the history and operation of the Boston Naval Shipyard and USS *Cassin Young* (DD-793). The bulk of the collection consists of records of the shipyard acquired either by transfer from the Navy or field collection; other materials have been acquired from private individuals and organizations. Some materials are on loan from the Naval Historical Center.

Boston Naval Shipyard Oral History Project

Textual Records: Includes correspondence, questionaires, permissions, and other administrative documents; and transcripts of oral history interviews of persons associated with the Boston Naval Shipyard, 1941-1995. Among the topics covered are life as yard residents; yard shops, including the Ropewalk, Foundry, Pattern Shop, Electrical Shop, and Forge Shop; women workers during World War II; and yard management and support activities.

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[1] Boston National Historical Park, *Scope of Collection Statement, Boston National Historical Park* (Mar. 1985), TIC 457/D6145, p. 9-18. This document treats USS *Cassin Young* as a part of the Navy Yard collections rather than as an independent site.

[2] *Boston National Historical Park Collection Management Plan*, Sept. 1994 ([Boston]: Branch of Museum Services, Division of Cultural Resources, North Atlantic Region, 1994), TIC 457/D6288.

Audiovisual Material: Includes audio cassettes and reel-to-reel tape recordings of oral history interviews. (163 items)

NPS Catalog No.: The National Park Service has lot-cataloged all oral history materials as BOSTS-16364.

Related Material: Documents and photographs donated in conjunction with oral history interviews are to be found in the Boston Naval Shipyard Photo Collection and in the Boston Naval Shipyard Related Collections (RG 2). Artifacts donated in conjunction with oral history interviews are part of the Boston Naval Shipyard Collection of the Boston National Historical Park Museum Collection.

Finding Aids: Francy K. Bockoven, *Boston National Historical Park Oral History Program: A Guide to Park Library Holdings* (July 1985), TIC 457/D6334.

Boston Naval Shipyard Photo Collection

Textual Records: Includes original photograph and negative envelopes and catalog folders containing originals and copies of captions originally attached to photographs and cataloger notes relating to identification of individuals, etc., in the photographs.

Audiovisual Material: Includes still images (prints, negatives, slides, and albums) relating to people, events, and structures within the Boston Naval Shipyard and the South Boston Annex; sites under the jurisdiction of the First Naval District; ships that were built by, refitted at, or visited the Boston Naval Shipyard; and USS *Cassin Young*. (75,227 items) The majority of the images were originally part of the Records of the Boston Naval Shipyard (RG 1), particularly the ships' history files and the Public Works completed design projects files. Others have been acquired from private sources.

Includes motion pictures (positive and negative) and filmstips relating to the yard and its activities. (69 items) Among the principal subjects are sonar dome installation on USS *Willis A. Lee* (DL-4); launch of USS *Bennett* (DD-473), USS *Fullam* (DD-474), and USS *Hudson* (DD-475); raising of the sunken USS *Lancetfish* (SS-296); and work in the Forge Shop and the Ropewalk. The latter material includes film of the CBS television program *Let's Take A Trip* featuring the Forge Shop and broadcast live on Oct. 28, 1956.

NPS Catalog Nos.: The National Park Service has lot-cataloged photographs according to the artificial subject arrangement developed by park staff in the late 1970s, in approximately 7,136 lots. Motion pictures and filmstrips have been individually cataloged.

Related Material: Additional photographs are found in the Records of the Boston Naval Shipyard (RG 1) among the records of the Public Works Department (RG 1.4) and the Boston Caretaker Group (RG 1.9).

The park holds reference copies of Navy Yard photographs found in other repositories (see below), as well as video cassette and DVD reference copies of many of the motion pictures in the collection. Many of the images in the collection may also be found in the Records of the Bureau of Ships (RG 19) in the National Archives and/or in the Naval Historical Center.

Finding Aids: Barbara Allen Bither, *Authority File/Subject Access for the Boston Naval Shipyard Photograph and Plan Collections, Boston National Historical Park, Organized as Part of Contract Numbers CX1600-8-0026 and CX1600-90-036*, 2 vols. (Sept. 1997), TIC 457/D6332; Barbara Allen Bither, *Completion Report: Catalog Photographic Archives, Boston National Historical Park, Contract Numbers CX1600-8-0026 and CX1600-90-036* (Sept. 1997), TIC 457/D6330A.

Record Group 1
Records of the Boston Naval Shipyard, 1795-1975

Textual Records: Includes records of the Boston Naval Shipyard; Boston Caretaker Group, Portsmouth Naval Shipyard; and the Defense Property Disposal Office. Records are arranged in ten sub-groups, as follows:

Sub-Group 1: Records of the Shipyard Commander, 1813-1974: Diary of transactions; orders and circulars; closure files; inspection records; histories; annual reports; correspondence; instructions; journals; memoranda; and registers. Records of the Public Affairs Assistant: ships' history files. Records of the Industrial Relations Office: ships' history files; shipyard newspaper, *Boston Naval Shipyard News*, 1936-1974.

Sub-Group 2: Records of the Planning Department, Planning & Estimating Division, Job Planning Branch.

Sub-Group 3: Records of the Production Department: Time books; dry dock files; ship test files; inspection records; inventories; awards; certificates; memoranda; notebooks; plans; registers; reports; and records relating to the Ropewalk, Forge Shop, Pattern Shop, and Sail Loft.

Sub-Group 4: Records of the Public Works Department, including test records; crane records; inspection records; computation books; furniture registers; contracts; correspondence; buildings' history files; logs; orders; reports; and completed design project files.

Sub-Group 5: Records of the Supply Department: Correspondence; allowance records; purchase logs; store orders; mess papers; journals; and ledgers.

Sub-Group 6: Records of the Comptroller Department: Accounts; journals; ledgers; logs; memoranda; and payrolls.

Sub-Group 7: Records of the Dental Department: Clippings files.

Sub-Group 8: Records of the Administrative Department: Police logs; telephone directories; watch reports; miscellaneous papers; and security log books.

Sub-Group 9: Records of the Boston Caretaker Group, 1951-1976, relating to shipyard closure: Correspondence; real estate records; equipment disposition records; and personnel records.

Sub-Group 10: Records of the Defense Property Disposal Office, relating to shipyard closure: Correspondence and records relating to disposition of equipment.

Architectural and Engineering Plans: (1.4) Architectural drawings of the Boston Naval Shipyard, South Boston Annex, and outside areas. (20,780 items) Additional drawings are found interfiled in a number of series of records, particularly those of the Public Works Department (RG 1.4) and the Boston Caretaker Group (RG 1.9).

Audiovisual Material: With the exception of the records of the Public Works Department (RG 1.4), photographs originally filed with these records have been removed and organized as part of the Boston Naval Shipyard Photo Collection.

NPS Catalog Nos.: Because the records were collected from a variety of sources, including official transfer from the Navy, field collection, and donation and often lacked original archival provenance, the National Park Service organized the records in accordance with the organizational hierarchy of the shipyard and has lot cataloged the majority of the records by major organizational groups. The catalog numbers assigned to the records are as follows:

BOSTS-13344	Sub-Group 1, Shipyard Commander
BOSTS-13345	Sub-Group 2, Planning Department

Boston Naval Shipyard Photo Collection: A Gallery

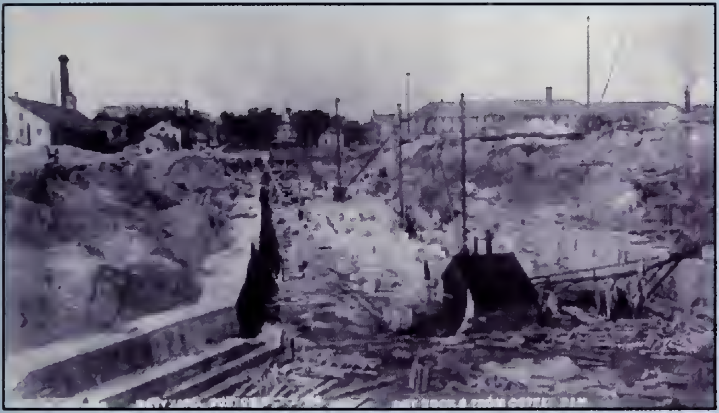
THE MOST UTILIZED RESOURCE in the Boston National Historical Park Archives is the Boston Naval Shipyard Photo Collection. The core of this collection are prints, negatives, and transparencies which had been in the yard's Photographic Laboratory at the time of closure, augmented by those found in the files of the *Boston Naval Shipyard News*. These two sources have been supplemented by images found interfiled with other archival records or acquired by field collection or donation.

One of the earliest decisions made by park curators was to organize the photographic materials by subject matter rather than try to assemble it by provenance. This organization was reinforced during the collection's formal cataloging.

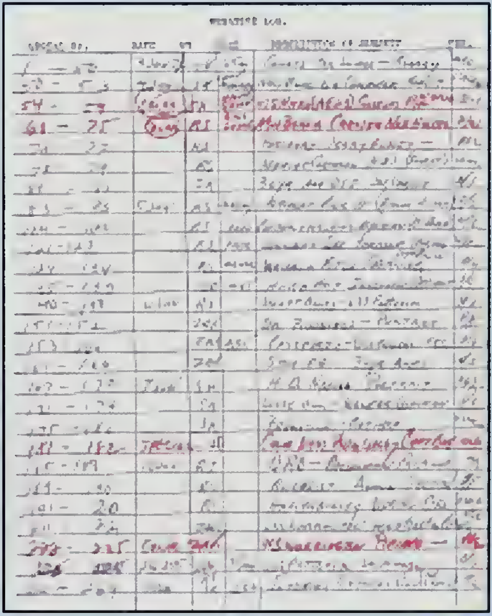
Most of the photographs taken by the Navy Yard were assigned numbers in accordance with one of three different schemes depending on when they were taken. These numbers were placed on negatives or in captions applied to prints. From the late 1890s to about 1914, images were assigned file numbers and then serial numbers (e.g., F401 N186). These file numbers correspond to the file numbers used by Public Works for architectural drawings.

From about 1913 to 1930 all images were assigned a consecutive number. After 1930, separate numerical series were used for each year's output, with the year being added as a suffix to the image number (e.g., 1250-41). These numbers were often combined with either the file code "NY2" or "NYBos" to further identify them as having been taken by the Navy Yard.

This gallery presents a selection of images from the collection which show both the style of numbering and the scope of material found in it.



This Oct. 2, 1902, image of the construction of Dry Dock 2 bears the file number "F401 N186" as well as the date and subject matter. This is typical of the identification of images, many of which were glass plates, in the first decade and a half of the 20th century, and indicates that it was the 186th image filed under subject 401, Dry Dock 2. *BOSTS-8808*



The various types of photographs taken by the yard's photographers are indicated on this page from the 1972 negative log, the only such document to survive. It records that 17,366 negatives and slides were made during the year. *BNHP*

Starting around 1913 and continuing until 1930, negatives were assigned consecutive numbers. By extrapolation from items which bear more detailed captions, rough dates can be assigned to most images from this period. For example, this picture of two dogs outside of Building 38 bears the number "3999," which dates it to July 1918. *BOSTS-9369*

From 1930 until the closure of the yard, photographs were numbered in separate series for each year. Photograph 1224-41 was taken on June 14, 1941, during the christening/launching of the destroyer USS *Fitch* (DD-462). *BOSTS-11126*

Boston Naval Shipyard Photo Collection: A Gallery

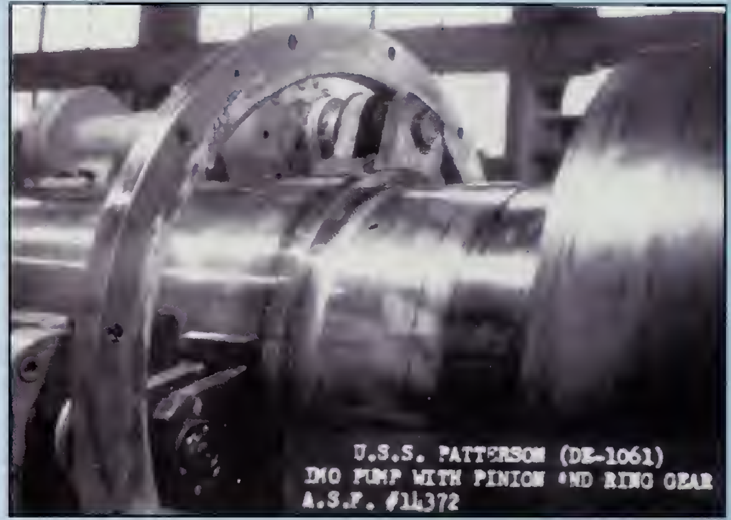
Because the First Naval District was headquartered in Boston, the yard took photographs of various installations throughout the district's territory. Image 6332 of Oct. 1, 1921, shows the Radio Compass Station located at Cape Elizabeth, Me. *BOSTS-8482*

The Photographic Laboratory supported the *Boston Naval Shipyard News*. Thus, its personnel took photographs of social events in the yard as well as official ceremonies. This view shows yard employees and their families at the Aug. 24, 1973, "Apple Orchard" party near Quarters P celebrating the yard's 173rd birthday. *BOSTS-7549*

Yard photographers were called out to document accidents which happened in the yard. Image 863-57 was taken on Mar. 7, 1957, after Navy stakebody truck 97-07924 went through the railing surrounding Dry Dock 2. *BOSTS-15698*

View approaching
9/11/47.
1074-47(L)

Photograph 1074-47, dated Sept. 11, 1947, was part of a series documenting the Navy's Winter Harbor Radio Station at Schoodic Point, Me. This facility is now part of Acadia National Park. *BOSTS-8493*


U.S.S. PATTERSON (DE-1061)
IMO PUMP WITH PINION AND RING GEAR
A.S.F. #11372

A large number of photographs in the collection were taken to document the myriad details of naval vessels. This Dec. 8, 1970, image shows components of the experimental controllable pitch propeller installed on USS *Patterson* (DE-1061). The "A.S.F." before many photo numbers possibly stands for "Active Ship File." *BOSTS-13883*

PUBLIC WORKS

Among the final images taken by the Photographic Laboratory was this Nov. 5, 1974, photo (12873-74) showing a mock grave for the Boston Naval Shipyard in the Assistant Public Works Officer's parking space on Second Ave. outside of Building 34. *BOSTS-10084*

BOSTS-13346	Sub-Group 3, Production Department
BOSTS-13347	Sub-Group 4, Public Works Department
BOSTS-13348	Sub-Group 5, Supply Department
BOSTS-13349	Sub-Group 6, Comptroller Department
BOSTS-13350	Sub-Group 7, Dental Department
BOSTS-13351	Sub-Group 8, Administrative Department
BOSTS-13352	*Boston Naval Shipyard News*
BOSTS-15157	Sub-Group 9, Boston Caretaker Group Closure Records
BOSTS-15404	Public Affairs Files
BOSTS-15405	Ships' History Files
BOSTS-15406	Sub-Group 9, Closure Records Drawing Collection
BOSTS-16511	Sub-Group 10, DPDO Closure Records
BOSTS-16512	Sub-Group 10, DPDO Closure Records [Deaccessioned]

Architectural and engineering drawings have been lot-cataloged according to building or subject number assigned by the Public Works Department.

Related Material: Records of the First Naval District relating to the yard and personal papers of yard employees are in Boston Naval Shipyard Related Collections (RG 2).

The bulk of the records of the Boston Navy Yard and the First Naval District are found in the National Archives–Northeast Region (Boston), Waltham, Mass. (RG 181). Additional Navy Yard records are to be found in the records of the Department of the Navy and its various bureaus in the National Archives in Washington, D.C., and College Park, Md. (RG 19, RG 45, RG 71).

Architectural and engineering drawings of the South Boston Annex are held by the Boston Redevelopment Authority,

Finding Aids: Barbara Allen Bither, *Boston Naval Shipyard News: List of Illustrated Vessels Including US and Foreign Ships* (1994), TIC 457/D6331; Boston National Historical Park, *Addenda: Guide to the Records of the Boston Naval Shipyard Collection* (Aug. 17, 1987), TIC 457/D6112A; Boston National Historical Park, *Finding Aid for the Records of the Boston Naval Shipyard, Record Group 1* (Mar. 1991), TIC 457/D6112B; Boston National Historical Park, *Guide to the Archives of Boston National Historical Park* (Feb. 6, 1996), TIC 457/D6112C; Edward W. Hanson, *A Guide to the Records of the Boston Naval Shipyard* ([Boston]: Boston National Historical Park, 1981), TIC 457/D6112; Darby Moore, *Department of Defense-Defense Property Disposal Office Records Relating to the Boston Naval Shipyard Closure, 1946-1990 [Bulk Dates 1972-1976]* (Boston: Northeast Museum Services Center, 2000), TIC 457/D6335; Darby Moore and Tara O'Connor, *Box and Folder Listing for Material to be Deaccessioned from the Collection: Boston National Historical Park, Department of Defense/Defense Property Disposal Office Records Relating to the Closure of the Boston Naval Shipyard, 1946-1990 [bulk dates 1972-1976]* (Jan. 2000), TIC 457/D6337; National Park Service, Northeast Museum Services Center, *Finding Aid: Architectural Drawings of the Boston Naval Shipyard* (Dec. 2000), TIC 457/D6333; *Scope and Content Note, Record Group 1, Series 13, Public Affairs, Public Relations and Ceremony Files Maintained by the Assistant to the Shipyard Commander, 1936-1976* (n.d.), TIC 457/D6338; *Scope and Content Note, Record Group 1, Series 26, Ship History Files Maintained by the Editorial Staff of the* Boston Naval Shipyard News, *1936-1975* (n.d.), TIC 457/D6339.

Record Group 2
Boston Naval Shipyard Related Collections

Scope: Includes materials related to the Navy Yard that are not official records of the shipyard. Not all of the individual collections have been assigned sub-group numbers within Record Group 2. The following listing is arranged alphabetically by title rather than in sub-group order.

Boston Naval Shipyard Employees Personal Papers

Textual Records: Includes papers from William Bainbridge, 1825; Posey Green Bowers, Jr., 1941-c. 1943; Lyman Carlow, 1943-1974; George Chamberlain, 1973; Allan B. Corrigan, 1939-1960; Arthur E. Ericson, 1943-1962; Albert S. Greene, 1872-1920; Melvin Hooper, 1909-1977; Paul Ivas; Albert M. Leahy; Louis Mackeil; Edward P. Ryan, 1906-1909; Richard J. Ryan, 1916; Edmund B. Skelly, 1950-1972; Charles A. Snell, 1957-1965; Maynard Spekin; Dennis Sullivan, 1942-1950; John Francis Sullivan, c. 1917; and Edward W. Sutherby, 1971.

Related Material: Artifacts donated as part of collections of personal papers are part of the Boston Naval Shipyard Collection of the Boston National Historical Park Museum Collection.

Chain Forge Documents (K. Mitchell Collection)

Textual Records: Consists of records related to the operation of the Chain Forge, including orders received; production output; machine usage and output; staffing; manpower; technical manuals for anchor chain and carpenter stoppers; special studies and reports; military specifications; equipment brochures and manuals; and general information on the shipyard. The material was donated to the park by Ken Mitchell, last master of the Forge Shop.

Audiovisual Material: Includes photographs of Chain Forge activities and personnel.

NPS Catalog No.: The National Park Service has lot-cataloged this collection as BOSTS-16015.

First Naval District Papers

Textual Records: Miscellaneous papers, 1968-1976, including memoranda, reports, and letters relating to alternative uses of the shipyard, 1973.

Related Material: The main collection of Records of the First Naval District are in the National Archives–Northeast Region (Boston), Waltham, Mass. (RG 181.2).

Frederick Cobb Russell Papers, 1862-65

Textual Records: Journals, correspondence received, and miscellaneous papers of Frederick Cobb Russell (1841-1925), relating to his naval service as an engineer on various ships during the Civil War.

Joseph T. Ogden Papers, 1919-85

Textual Records: Diary, 1919-20; and miscellaneous papers.

Master Mechanics' and Foreman's Association, 1938-70

Textual Records: Materials relating to the Master Mechanics' and Foreman's Association: Annual publication, 1942, 1946, 1948-1953; scrapbook, 1951-1953, containing clippings from Boston-area newspapers; an incomplete set of *Boston Naval Shipyard News*, 1949-1953; and various issues of newspapers from other shipyards, 1953-1970.

Navy Agent In Boston Papers, 1830-33

Textual Records: Letter copybook of official correspondence of the Navy Agent in Boston, Daniel Dodge Brodhead, 1830-1933. (1 vol.)

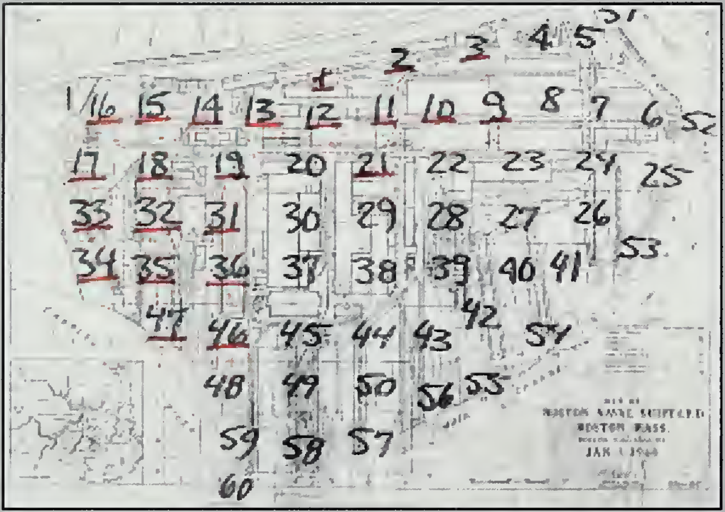
Related Material: The main collection of the Papers of Daniel Dodge Brodhead is located in the Manuscript Division, Library of Congress.

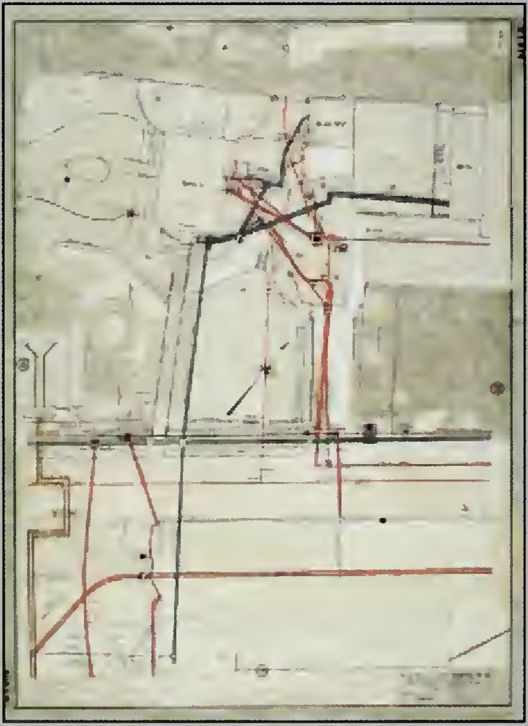
Ropewalk Collection (D. Himmelfarb Collection)

Scope: Material relating to ropemaking and the activities of the Navy

Sub-Surface Drawings: A Gallery

AMONG THE MOST SIGNIFICANT and useful drawings in the Boston National Historical Park Collection are the "Topographic and Sub-Surface Map" group, identified as Subject 440 in the yard's Public Works Department filing system. These drawings, originally prepared in 1913 and 1914 but continually updated, utilize color to depict all of the sub-surface features in the Navy Yard and reveal the complex collection of utilities required to support this military-industrial complex. While they do not record the changes made since the yard's closure, they form an essential source for archeological and other sub-surface work being performed in the yard today.

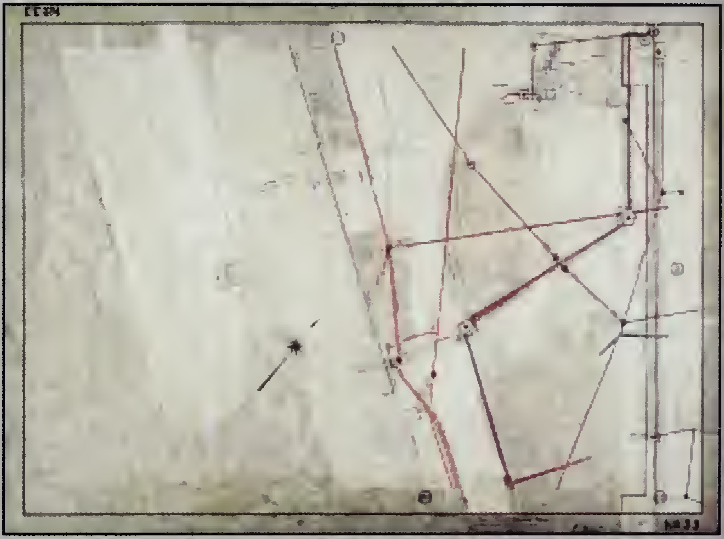




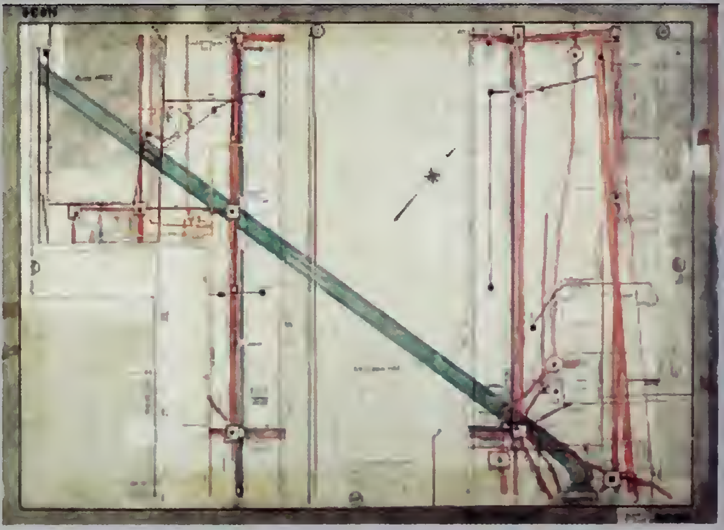
The area surrounding the Commandant's House (Quarters G) is included on Sheet 15. The various shades of red/orange denote differing material types used for water and sewer lines and electrical conduits, while yellow denotes concrete ducts or conduits. Green is here used for hot water lines. The line across the lower portion of this drawing is the Metropolitan Sewer, constructed through the yard by the predecessor of today's Massachusetts Water Resources Authority in the 1890s under a revocable permit from the Navy. *BOSTS-13465*

The Discharge Culvert running between Dry Dock 1 and the Pumphouse (Building 123) is shown in green on Sheet 36. This brick structure, now sealed at both ends, runs under both Building 125 and Dry Dock 2. *BOSTS-13465*

The index to the sub-surface drawings shows how the grid was overlaid on the yard starting at its northern limit and moving east then west as it continued to the southern limit of the yard. The red underlining on this working copy denotes those drawings for which digital copies exist in Boston NHP files.



Sheet 33 covers the normal berth of USS *Constitution* at Pier 1 West. Erasures are clearly visible on many maps, providing evidence of the yard's evolution. Here, the outline of *Constitution* to the west of the Finger Pier can be detected, reflecting the period in the late 1940s and early 1950s when USS *Constellation* (IX-20) occupied the berth now home to *Constitution*. *BOSTS-13465*



Yard Ropewalk, including textual records (books, technical documents, memoranda and other correspondence, and notes), photographs, and physical objects. The material was donated to the park by David Himmelfarb, master of the Ropewalk from 1945 to 1970.

Related Material: The report on the Ropewalk prepared by David Himmelfarb for the National Park Service in 1988 is found in the Technical Information Collection of the park's Division of Cultural Resources.

NPS Catalog No.: The collection is currently uncataloged with the exception of artifacts utilized in park exhibits.

Finding Aids: Brooke Childrey, *Ropewalk Collection, Boston Naval Shipyard, Donated by David Himmelfarb, Last Master Ropemaker, Boston Naval Shipyard* (Nov. 12, 1992), TIC 457/D6340.

Ship Records

Textual Records: Miscellaneous records and materials relating to various ships associated with the Navy Yard, including USS *Bennion* (DD-662); USS *Boston*, 1843-45; USS *Boston* (CAG-1), 1967-72; and USS *LST-1171* (LST-1171) and USS *LST-1174* (LST-1174).

Related Records: For records relating to USS *Cassin Young* (DD-793), see Records of USS *Cassin Young* (DD-793) (RG 3) in the Boston National Historical Park Archives.

Stewart James Park Papers, 1822-36

Textual Records: Correspondence, 1822-36, with Loammi Baldwin and Alexander Parris, including references to work being done at the Navy Yard. (4 items)

Yeoman(F) Collections

Textual Records: Gertrude C. MacDonald Scrapbook, containing clippings and other materials relating to enlisted women in the U.S. Navy during World War I.

Record Group 3
Records of USS *Cassin Young* (DD-793)

Scope: Includes correspondence, memorandums, and other documents; manuals and publications; navigational charts; engineering drawings; personnel records; and miscellaneous materials relating to USS *Cassin Young* (DD-793), 1941-1978. Most of the material was stored on board the vessel at the time she was decommissioned in 1960 and removed by the park following arrival at Boston in 1978. Only items specifically relating to the Boston Naval Shipyard are described here.

Related Material: Photographs and motion picture film relating to USS *Cassin Young* are part of the Boston Naval Shipyard Photograph Collection.

USS *Cassin Young* Operational Records, 1941-1978

Textual Records: Correspondence and memoranda, reports, forms, requisitions, and other documentation regarding overhauls of the ship at Boston Naval Shipyard, 1955-1959.

NPS Catalog No.: The National Park Service has lot-cataloged all operational records as BOSTC-1678.

Finding Aids: Jonathan Bohan, Jennifer H. Quinn, and Melissa Underhill, *Finding Aid for USS* Cassin Young *Archival Materials* (draft; 1998), TIC 457/D6341.

Boston National Historical Park
Division of Cultural Resources

Building 107, Charlestown Navy Yard
Boston, Mass.

Boston Naval Shipyard Reference ("Vertical") Files

Textual Records: Includes originals and copies of documents, clippings, and other material, including ephemera, relating to the Boston Naval Shipyard not accessioned into the park archives or museum collections.

Audiovisual Material: Includes copy prints of photographs held by other institutions or individuals not accessioned into the park archives or museum collections.

Deed Files

Textual Records: Includes copies of deeds and other documents relating to the acquisition of lands for inclusion in Boston National Historical Park. Arranged by deed number.

Related Material: Boundary maps are found in the park's Technical Information Collection.

Files of Cape Cod National Seashore Relating to New Area Study for Boston Naval Shipyard

Textual Records: Includes files maintained by personnel of Cape Cod National Seashore relating to their participation in a new area study of the Boston Naval Shipyard in 1973, including correspondence, drafts, notes, and other material. The material, which remains in its original file folders but is otherwise unorganized, was transferred from Cape Cod National Seashore in Oct. 2003.

Files Relating to Boston Naval Shipyard NHL Boundary Study

Textual Records: Includes the contract file (CX4000-5-0713) for a National Historic Landmark (NHL) boundary study for the Boston Naval Shipyard prepared by Heritage Studies but never completed. Includes correspondence, comments, notes, drafts, and other material relating to the study and the NHL status of the Navy Yard. This material was received from the NHL Office, Philadelphia Support Office in June 2001. The files also include a copy of the Boston Support Office files on the Boston Naval Shipyard NHL made by the park in Aug. 2001.

Park History Files

Scope: Includes originals and copies of records of Boston National Historical Park retained for historical reference. Many of the records originally were part of the park's central files but not identified for permanent retention and transfer to the Federal Records Center for storage and possible accession by the National Archives. Other records include material relating to planning and other activities generated or maintained by Division of Cultural Resources personnel or transferred to the park by the Denver Service Center.

Textual Records: Includes appointment books of Park Superintendent John Burchill; chronological files of outgoing correspondence and internal memoranda; files relating to construction projects, including copies of contracts, specifications, correspondence, technical submittals, and related materials; records relating to planning efforts; and miscellaneous materials. The material is presently unorganized, although most files are in their original folders.

Audiovisual Material: Includes photographic prints, negatives, and transparencies taken by or for the National Park Service in the period since 1974. Most of the material relates to construction projects and to public events, and includes photographs submitted for potential use in the park's information bulletin, *The Broadside*. The collection is currently unorganized.

Material relating to the relocation of the Navy Yard Boundary Wall includes approximately 16 hours of 8-millimeter sound motion pictures of the project.

Related Material: Material relating to construction projects, particularly plans and specifications and completion reports, is found in the park Technical Information Collection.

Section 106 Case Files

Textual Records: Includes correspondence, memoranda, and other documents relating to review of proposed actions by the park and its cooperators under Section 106 of the National Historic Preservation Act of 1966. The files are arranged chronologically by year and thereunder by serial number.

Technical Information Collection

Scope: Includes architectural drawings; historical and technical reports, contract specifications, completion reports, and other documents; and photographic prints and slides of the Charlestown Navy Yard and other sites within Boston National Historical Park. The materials are arranged numerically by the drawing or document number assigned to them in accordance with NPS Director's Order 10B, *Drawing and Map Numbers*.

Textual Records: Includes originals and copies of historical and technical reports, contract specifications, completion reports, and other documents relating to the management and treatment of the yard and its resources by the Boston Redevelopment Authority and the National Park Service.

Architectural and Engineering Plans: Includes originals and copies of architectural and engineering drawings relating to projects undertaken by the National Park Service, Boston Redevelopment Authority, U.S. Navy, and others, primarily in the period since 1974.

Related Material: Most of the items in the collection are available on microfiche through the National Park Service Technical Information Center located at the Denver Service Center, Denver, Colo.

Finding Aids: Most of the documentary material in the collection is indexed in the National Park Service's Northeast Region Cultural Resources Bibliography (CRBIB) database [http://nercrbib.nps.gov/cwis/SPT--Home.php]. Both documentary material and architectural and engineering drawings are indexed in the Denver Service Center's Technical Information Center (TIC) database [http://etic.nps.gov].

Boston National Historical Park Museum Collection

Building 107, Charlestown Navy Yard
Boston, Mass.

Scope: Includes archeological materials; architectural fragments; books and documents; certificates; chainmaking dies; display boards; foundry patterns; furniture; machinery for chainmaking, ropemaking, and other industrial processes; models; paintings and drawings; pins and medals; plaques; safety equipment such as shoes and hardhats; samples of chain, rope, and other products; signs; tools; and other material objects related to the history and operation of the Boston Naval Shipyard. Machinery for the Chain Forge remains in situ in the Chain Forge; most of the other material is in storage. The bulk of the collection consists of materials acquired either by transfer from the Navy or field collection; other materials have been acquired from private individuals and organizations. Some material is on loan from the Naval Historical Center.

NPS Cat. No.: Each artifact in the collection is individually cataloged. Catalog records have been entered into and are searchable through the NPS Automated National Catalog System (ANCS Plus).

National Archives & Records Administration National Archives

College Park, Md. & Washington, D.C.

Location Note: In general, 19th century records are located in the National Archives Building (Archives I) in Washington, D.C., while 20th century records and audiovisual materials are located in the National Archives (Archives II) at College Park, Md.

Related Material: Records located in the National Archives–Northeast Region (Boston), although part of the same record groups, are described under that heading.

Record Group 19

Records of the Bureau of Ships, 1794-1972

Textual Records: (19.2) Records of the Bureau of Construction, Equipment, and Repairs, 1820-1862: Letters received from the Boston Navy Yard, Sept.-Dec. 1861. (19.3) Records of the Bureau of Construction and Repair, 1794-1941: Letters sent, 1850-1880; letters received, 1861-1882, 1885-1886; general correspondence, 1887-1940, with registers, 1890-1895, history cards, 1896-1925, and indexes, 1896-1925; miscellaneous correspondence, 1887-1912. (19.4) Records of the Bureau of Engineering, 1840-1942: Letters sent, 1861-1890; letters and reports received, 1861-1872; letters sent and received, 1888-1910, with indexes; register of letters received, 1881-1888; general correspondence, 1885-1887, 1910-1940. (19.5) Records of the Bureau of Equipment, 1875-1917: General correspondence, 1899-1910, with registers, 1891-1896, 1899-1906, and indexes, 1875-1883, 1891-1910. (19.8) Records of the Bureau of Ships, 1794-1972: General correspondence, 1940-1945; unclassified general correspondence, 1946-1966; confidential general correspondence, 1947-1961; secret general correspondence, 1915-1965.

Architectural and Engineering Plans: (19.3.3) Plans of ships and stations, 1794-1910, with related card indexes.

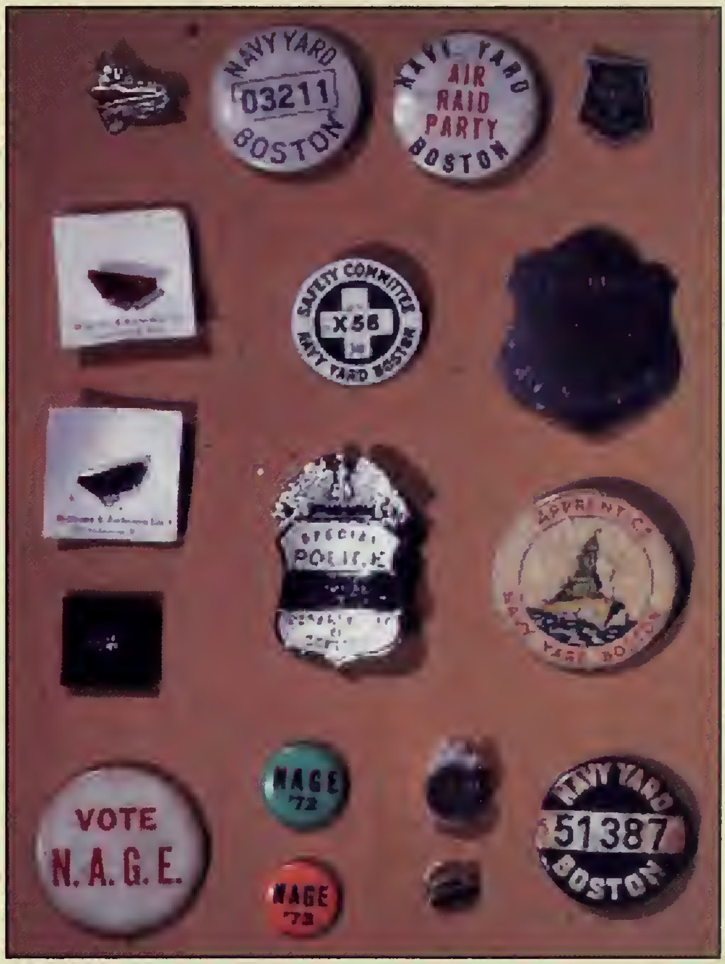
Audiovisual Material: (19.3.1, 19-A series) Photographic prints of U.S. Navy vessels; ship damage and repair; interior and exterior views of decks, quarters, and fittings; shops and facilities at navy yards. (19.8.4, 19-N series) General photographic file of the Bureau of Ships, documenting the history of the U.S. Navy, and including views of U.S. Navy vessels; construction and launching of ships; construction facilities; sailors, officers, Navy Department officials, and noted individuals; and nautical artworks. (19.12, 19-E series) Views of Boston Navy Yard.

Related Material: Original prints and negatives of many photographs are found in the Boston Naval Shipyard Photo Collection in the Boston National Historical Park Archives. Copies of many photographs are found in the collections of the Naval Historical Center. Copy prints of many Boston-related images are held by Boston National Historical Park.

Finding Aids: Elizabeth Bethel, Ellmore A. Champie, Mabel E. Deutrich, Robert W. Krauskopf, and Mark N. Schatz, comps., *Preliminary Inventory of the Records of the Bureau of Ships*, Preliminary Inventory 133 (1961); Harry Schwartz, comp., *Supplement to Preliminary Inventory No. 133, Records of the Bureau of Ships*, NM 58 (1965). The National Archives also holds a vessel name/hull number index to photographic series N.

Navy Yard Artifacts: A Gallery

THE MUSEUM COLLECTION of Boston National Historical Park contains a wide variety of artifacts relating to the Charlestown Navy Yard. These range from large pieces of machinery to signs to pins and badges. This gallery presents a selection of images of artifacts, some of which are included in the permanent Navy Yard exhibit in the new Navy Yard Visitor Center in Building 5.


NAVY YARD
03211
BOSTON
NAVY YARD
AIR RAID PARTY
BOSTON
SAFETY COMMITTEE
X56
NAVY YARD BOSTON
SPECIAL
POLICE
NAVY YARD BOSTON
VOTE
N.A.G.E.
NAGE '72
NAGE '72
NAVY YARD
51387
BOSTON

The collection includes everything from large pieces of machinery such as the drop hammer, still *in situ* in Building 105, seen at left, to buttons and badges such as those seen in the collage at right. *Stephen P. Carlson, BNHP (left); Brooke A. Childrey, BNHP (right)*

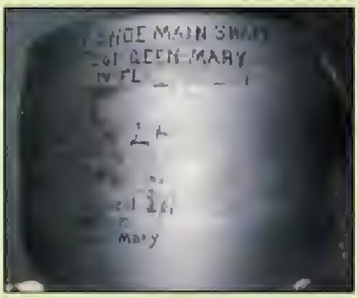
This eagle figurehead was removed from USS *Nightingale*, a vessel taken over by the Navy during the Civil War. *Carol A. Manson, BNHP*

This tool box had belonged to Alfred Ells (1817-1895), a joiner who worked in the Navy Yard in the 1870s and 1880s. *Brooke A. Childrey, BNHP*

Navy Yard Artifacts: A Gallery

The collection includes a variety of ship plaques which had been presented to the Navy Yard by visiting ships. From left to right, the ships represented here are HMCS *Okanagan* (SS-74), USS *John King* (DDG-3), and USS *Aeolus* (ARC-3). *BNHP*

In addition to archival materials relating to ships built at the Navy Yard, the collection includes items such as the christening bottle cover from the launch of USS *Hudson* (DD-475) in its original presentation box. *Brooke A. Childrey, BNHP*

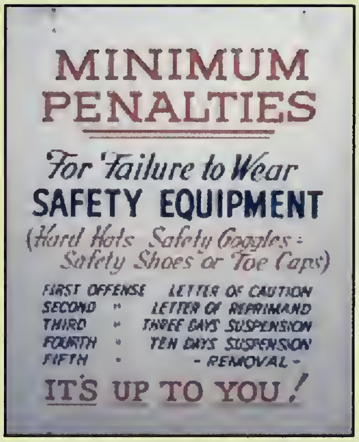


The collection includes a large sampling of patterns used to create everything from manhole covers for yard roadways to specialized components for ships. At left is a shoe pattern for the main shaft of HMS *Queen Mary*, while at right is one of hundreds of gear patterns. *Brooke A. Childrey, BNHP*

RIGGING LOFT No2

C. A. SNELL
SUPERINTENDENT
SERVICE GROUP

Not all items in the collection were either transferred from the Navy or found by park curators in yard buildings. Some came from former shipyard workers. Among the personal items which have been donated to the park are hard hats (upper left), safety shoes (above), and uniforms (left). *Brooke A. Childrey, BNHP*

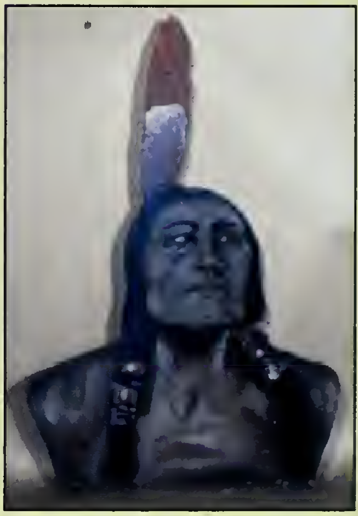


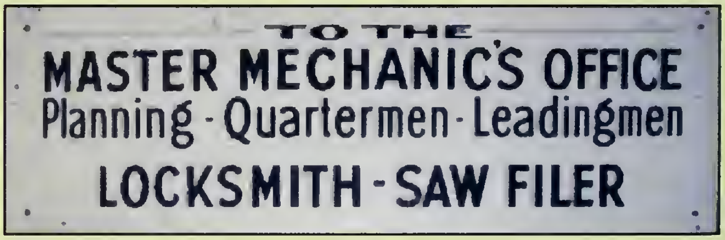
MINIMUM PENALTIES

For Failure to Wear
SAFETY EQUIPMENT
(*Hard Hats Safety Goggles - Safety Shoes or Toe Caps*)

FIRST OFFENSE LETTER OF CAUTION
SECOND " LETTER OF REPRIMAND
THIRD " THREE DAYS SUSPENSION
FOURTH " TEN DAYS SUSPENSION
FIFTH " - REMOVAL -

IT'S UP TO YOU!





TO THE
MASTER MECHANIC'S OFFICE
Planning - Quartermen - Leadingmen
LOCKSMITH - SAW FILER

Signs come in all shapes and forms. These include ones imparting information to employees (top left), the Indian bust from the National Shawmut Bank sign on Building 32 (top right), and building identification and directional signage such as the one above from Building 107.
Brooke A. Childrey, BNHP (top); Stephen P. Carlson, BNHP (above)

The collection includes a variety of carts used by employees to move tools and materials around the yard. This cart had belonged to the Rigging Loft. *Brooke A. Childrey, BNHP*

Record Group 45
Naval Records Collection of the Office of Naval Records and Library

Textual Records: (45.2) Records of the Office of the Secretary of the Navy, 1798-1913: Letters sent, 1798-1886; confidential letters sent, 1861-1875; uncoded versions of letters sent in cipher, 1888-1910; letters received, 1801-1886; decoded versions of letters received in cipher, 1888-1910; issuances, 1798-1913, with gaps. (45.3) Records of the Board of Navy Commissioners, 1794-1843: Official journal of the board, 1815-1842, with a register, 1825-1842; letters sent, 1815-1842, with a register, 1817-1842; letters received, 1814-1842; reports from the Chief Naval Constructor, 1827-1834; contracts, 1794-1842; inventories of naval stores in navy yards, 1814-1816, 1825-1843, and in shore establishments, 1819-1842; navy yard budget estimates, 1835-1836. (45.4.1) Records of the Bureau of Yards and Docks: *History of the Boston Navy Yard, 1797-1874*, by Commodore George Henry Preble, 1875. (45.6) Records of Naval Shore Establishments, 1812-1919: Correspondence, orders, logs, and miscellaneous records of the Charlestown (Boston) Navy Yard, 1814-1867.

Architectural and Engineering Plans: (45.6) Sail plan profiles and other ship plans drawn by sailmaker Charles Ware at Charlestown (Boston) Navy Yard, and by others, 1812-1854. (35 items)

Audiovisual Material: (45.4.1) Photographs of the Navy Yard in 1874 are included within Preble's manuscript history.

Microfilm Publications: The following National Archives microfilm publications include relevant series of records:

M-118	*History of the Boston Navy Yard, 1797-1874, by Commodore George Henry Preble*
M-124	*Letters Received by the Secretary of the Navy: Miscellaneous Letters, 1801-1884*
M-125	*Letters Received by the Secretary of the Navy: Captains' Letters, 1805-1861, 1866-1885, 1805-1885*
M-147	*Letters Received by the Secretary of the Navy from Commanders, 1804-1886*
M-149	*Letters Sent by the Secretary of the Navy to Officers, 1798-1868*
M-441	*Letters Sent by the Secretary of the Navy to Commandants and Navy Agents, 1808-1865*
M-472	*Letters Sent by the Secretary of the Navy to the President and Executive Agencies, 1821-1886*
M-480	*Letters Sent by the Secretary of the Navy to Chiefs of Navy Bureaus, 1842-1886*
M-517	*Letters Received by the Secretary of the Navy from the President and Executive Agencies, 1837-1886*
M-518	*Letters Received by the Secretary of the Navy from Chiefs of Navy Bureaus, 1842-1885*
M-528	*Letters Received by the Secretary of the Navy from Navy Agents and Naval Storekeepers, 1843-1865*
T-829	*Miscellaneous Records of the Office of Naval Records and Library*

Related Material: For post-1885 records of the Department of the Navy, see General Records of the Department of the Navy, 1798-1947 (RG 80) and General Records of the Department of the Navy, 1947- (RG 428) at the National Archives.

Materials relating to Preble's work on the yard history, including other manuscript versions, are found in the George Henry Preble Papers at both the Massachusetts Historical Society and the New England Historic Genealogical Society.

The primary collection of records of the Bureau of Yards and Docks is in the Records of the Bureau of Yards and Docks (RG 71) at the National Archives.

The principal collection of records of the Boston Navy Yard is in the Records of Naval Districts and Shore Establishments (RG 181) in the National Archives–Northeast Region (Boston). Additional records of the Boston Naval Shipyard are in the Records of the Boston Naval Shipyard (RG 1) in the Boston National Historical Park Archives.

Finding Aids: James R. Masterson, comp., *Preliminary Checklist of the Naval Records Collection of the Office of Naval Records and Library*, PC 30 (1945).

Record Group 71
Records of the Bureau of Yards and Docks

Textual Records: (71.2) General Records: Letters sent, 1842-1911; letters received, 1842-1885; general correspondence, 1886-1942; general correspondence relating to shore establishments, 1916-1925; shore establishment payrolls, 1844-1899; annual reports of estimates and expenditures, 1836-1837, 1842-1911; annual estimates for public works projects, 1921-1940; reports of work done to improve yards, 1842-1898; semimonthly abstracts of work done, 1843-1867; Boston Ropewalk reports, 1842-1850.

Architectural and Engineering Plans: (71.2.4) Plans, drawings, blueprints, and tracings ("dash" files) of U.S. Navy shore facilities and equipment in the United States and abroad, 1824-1963 (102,618 items); microfilm copies of shore facilities, 1876-1941 (1,224 rolls).

Audiovisual Material: (71.6) Construction progress at naval shore establishments in the United States, its possessions, and abroad, including navy yards, air stations, submarine bases, coaling stations, and training stations, 1876-1944. (172,606 images)

Microfilm Publications: The following National Archives microfilm publications include relevant series of records:

M-1099	*Annual Reports of the Department of the Navy, 1822-1866*
T-1023	*Plans of Buildings and Machinery Erected in the Navy Yard, Boston, 1830-1840*

Related Material: Color transparencies of the drawings included in Microfilm Publication T-1023 ("Parris Portfolio") are held by Boston National Historical Park.

Finding Aids: Richard G. Wood, comp., *Preliminary Inventory of the Records of the Bureau of Yards and Docks*, PI 10 (1948); Harry Schwartz, comp., *Supplement to Preliminary Inventory No. 10, Records of the Bureau of Yards and Docks*, NM 46 (1965).

Record Group 80
General Records of the Department of the Navy, 1798-1947

Textual Records: (80.2.1) General Records: Letters sent, 1858-1886; general correspondence, 1885-1940; indexes and registers, 1862-1947; records of the Commission on Navy Yards and Naval Stations, 1916-1919. (80.2.3) Records Relating to Personnel: Returns and other records relating to civilian employees at shore establishments, 1887-1939.

Audiovisual Material: (80.11, G, GK, CF series) Officers and enlisted men; Navy Department personnel; aircraft, ships, and boats; ordnance; training activities; air stations, bases, and navy yards; harbors and docks; foreign navies and dignitaries; naval operations during World War II and the Korean War; expeditions and surveys; and tests, including nuclear bomb tests, ca. 1900-57 (750,000 images).

Microfilm Publications: The following National Archives microfilm publications include relevant series of records:

M1052	*General and Special Indexes to the General Correspondence of the Office of the Secretary of the Navy, July 1897-Aug. 1926*

M1067	*Name and Subject Index to the General Correspondence of the Office of the Secretary of the Navy, 1930-1942*
M1092	*Indexes and Subject Cards to the 'Secret and Confidential' Correspondence of the Office of the Secretary of the Navy, Mar. 1917 - July 1919*
M1140	*Secret and Confidential Correspondence of the Office of the Chief of Naval Operations and the Office of the Secretary of the Navy, 1919-1927*
M1141	*Indexes and Register to the Correspondence of the Office of the Chief of Naval Operations and the Office of the Secretary of the Navy, 1919-1927*

Related Material: Post-1947 records of the Department of the Navy are in Record Group 428. Original prints and negatives of many photographs are found in the Boston Naval Shipyard Photo Collection in the Boston National Historical Park Archives. Copies of many photographs are found in the collections of the Naval Historical Center. Copy prints of many Boston-related images are held by Boston National Historical Park.

Finding Aids: James R. Masterson, comp., *Preliminary Checklist of the General Records of the Department of the Navy, 1804-1944*, PC 31 (1945).

Record Group 127
Records of the U.S. Marine Corps

Textual Records: (127.2) Records of The Office of the Commandant, 1798-1978: Letters sent, 1798-1801, 1804-1911, with indexes, 1848-1904; letters received, 1799-1903; general correspondence, 1904-1938, with indexes and synopsis cards, 1904-1912; general correspondence, 1939-1950; orders issued and received, 1798-1886.

Finding Aids: Maizie Johnson, comp., *Inventory of the Records of the United States Marine Corps*, Inventory Series 2 (1970).

Record Group 428
General Records of the Department of the Navy, 1947-

Audiovisual Material: (428.2.2, GX, K, KN, N series) Still Photographs: Navy officers and enlisted men; aircraft, ships, and boats; ordnance and other equipment; training activities and facilities; bases; geographical areas; navy operations during the Vietnam War; and other subjects relating to U.S. Navy history, 1955-1981 (379,000 images).

Related Material: Pre-1947 records of the Department of the Navy are in Record Groups 45 and 80. Original prints and negatives of many photographs are found in the Boston Naval Shipyard Photo Collection in the Boston National Historical Park Archives. Copies of many photographs are found in the collections of the Naval Historical Center. Copy prints of many Boston-related images are held by Boston National Historical Park.

National Archives–Northeast Region (Boston)

Waltham, Mass.

Scope: Includes records of federal agencies created primarily by offices located in Boston and eastern New England. Many of these records were originally at the National Archives in Washington.

Related Material: Records located in the National Archives in Washington, although part of the same record groups, are described under that heading.

Record Group 32
Records of the U.S. Shipping Board

Textual Records: (32.5.12) Records of the Boston District Office, 1921-1933, relating to leasing and maintaining piers, docking and berthing vessels, and storing cargo and equipment at the Boston Army Base.

Finding Aids: See Entries 519-522 in Forrest R. Holdcamper, comp., *Preliminary Inventory of the Records of the United States Shipping Board*, PI 97 (1956).

Record Group 71
Records of the Bureau of Yards and Docks

Textual Records: (71.2.5) Journals of daily transactions at the Boston Navy Yard, 1833-1834, 1836-1843, 1849-1850.

Related Material: Additional journals and logs are to be found in the Records of the Boston Navy Yard in RG 181.3.1 in the National Archives–Northeast Region (Boston) and in the Records of the Boston Naval Shipyard in RG 1 in the Boston National Historical Park Archives.

Finding Aids: See Entry 91 in Richard C. Wood, comp., *Preliminary Inventory of the Records of the Bureau of Yards and Docks*, PI 10 (1948).

Record Group 92
Records of the Office of the Quartermaster General

Textual Records: (92.15.5) Records of the Boston Quartermaster Depot, 1918-1922, 1941-1947.

Architectural and Engineering Plans: (92.7.1) Utility Atlas, Army Supply Base, Boston. (162 items)

Finding Aids: Maizie H. Johnson, comp., *Preliminary Inventory of the Records of the Office of the Quartermaster General*, NM 81 (1967); Maizie H. Johnson, comp., *Preliminary Inventory of the Records of the Office of the Quartermaster General, Part II*, NM 85 (1967).

Record Group 127
Records of the U.S. Marine Corps

Textual Records: (127.7.2) Records of the Marine Barracks at Boston, Mass., 1828-1938, consisting of letters sent, 1828-1912, with gaps; letters received, 1896-1913; orders, 1867-1905; muster rolls, 1825-1911, with gaps; reports, 1815-1913, 1937-38; and records of summary courts-martial, 1870-1875.

Finding Aids: Fred G. Halley, comp., *Preliminary Checklist of the Records of the United States Marine Corps, 1798-1944*, PC 50 (Sept. 1946).

Record Group 181
Records of Naval Districts and Shore Establishments, 1784-1996

181.2 Records of Naval Districts, 1903-1968
181.2.1 Records of the 1st Naval District (Boston, MA)

Textual Records: Records of the Office of the Commandant, including letters sent, 1903-1904; general correspondence, 1925-1958; correspondence concerning ships, 1939-1940. Records of the Office of the Assistant Chief of Staff (Operations), including general correspondence, 1942-1955; geographic files, 1940-1945, war diaries, 1942-1945, and logs, 1942-1946, of the Operations Officer; and general correspondence of the Aviation Officer, 1944-1945. Records of the Office of the Assistant Chief of Staff (Administration), including general correspondence, 1946-1961. Records of the Historical Officer, including copies of *Administrative History of the First Naval District in World War II*; historical data pertaining to the First Naval District, 1946; and a daily historical log, 1941-1945. General correspondence of the District Director of the Naval Reserve, 1946-1950. Records of the Public Information Officer, 1944-1950. Records of the Office of the Assistant Chief of Staff (Personnel), including general correspondence of the District Personnel Officer, 1927- 1936; investigative files of the Director of Naval Officer Procurement, 1941-1943; and general correspondence of the Director of Training, 1942-1949. General correspondence of the Industrial Manager, 1951-1965. Program correspondence of the Supervisor of Shipbuilding, Conversion, and Repair, 1966-1967. General correspondence, 1941-1946, and real estate files, 1941-1952, of the Public Works Office. Records of the Port Director, Boston, MA, including correspondence, 1942-1946; vessel acquisition, inspection, and disposition files, 1940-1947; routing instructions, 1941-1946; convoy sailing orders and related records, 1941-1946; and pier office station logs, 1943-1945.

Audiovisual Material: Public Works Office photographic file of naval shore facilities in New England, 1939-1947 (775 images).

Related Material: Additional records of the First Naval District are in the Boston National Historical Park Archives (RG 2).

Finding Aids: *Records of the U.S. Navy (RG 181) at NARA Northeast Region-Boston* (n.d.) [http://www.archives.gov/northeast/boston/finding-aids/navy-records.pdf] A more detailed finding aid is available at the National Archives–Northeast Region. A copy of this document is held by Boston National Historical Park Division of Cultural Resources.

181.3 Records of Navy Yards, 1784-1985

181.3.1 Records of the Boston Navy Yard (Boston, MA)

Textual Records: Records of the Office of the Commandant, including letters sent, 1825-1908; letters received, 1823-1908; general correspondence, 1909-1967; correspondence concerning ships, 1938-1946; issuances, 1836-1913; station logs, 1888-1958; daily journals of yard activity, 1815-1846; records relating to personnel, 1846-1911; and construction contracts and other fiscal records, 1823-1913. Records of the Industrial Relations Office, including historical files, 1956-1973, and the shipyard newspaper, *Boston Naval Shipyard News*, published by the Employee Services Division, 1936-1974. Letters sent and received by the Office of the Naval Storekeeper, 1842-1867. Records of the Ordnance Office, 1871-1891. Historical files, 1940-1973, and daily journal of events, 1815-1832, 1842-1846, of the Office of Public Relations. Records of the Chief Engineer, Department of Steam Engineering, including letters sent and received, 1865-1910, General correspondence, 1898-1912, monthly reports, 1869-1909, property records, 1863-1900, and muster and time books, 1864-1883. Records of the Department of Yards and Docks, including Records of the Captain of the Yard, 1852-1922, and Civil Engineer, 1861-1911.

Architectural and Engineering Plans: Department of Steam Engineering files of plans and tracings prepared or used by the "drawing room" or machine shop, for vessels constructed, repaired, or overhauled at the Boston Navy Yard; buildings and shops at the yard; and equipment used at the yard or installed aboard vessels, 1856-1892 (1,348 items).

Related Material: Several of the series identified as part of Record Group 181.3.1 are physically located at the Boston National Historical Park Archives (RG 1). Additional records of the Boston Navy Yard are found in the Boston National Historical Park Archives (RG 1).

Finding Aids: Richard C. Wood, *Preliminary Checklist of the Records of the Boston Navy Yard, 1811-1942*, PC 40 (Mar. 1946); *Records of the U.S. Navy (RG 181) at NARA Northeast Region-Boston* (n.d.) [http://www.archives.gov/northeast/boston/finding-aids/navy-records.pdf] A more detailed finding aid is available at the National Archives–Northeast Region. A copy of this document is held by Boston National Historical Park Division of Cultural Resources.

Record Group 336

Records of the Office of the Chief of Transportation

Textual Records: (336.3.1) Records of Port of Embarkation, Boston, Mass., 1941-1946.

Boston Athenaeum

The Charles E. Mason, Jr., Print Room

Boston, Mass.

Audiovisual Material: Includes an 1837 view of the Navy Yard from Bunker Hill; wood engravings of the Navy Yard in the 19th century detached from *Gleason's Pictorial* and other publications; a watercolor rendering of the Machine Shop "Great Chimney"; photographs of the Navy Yard, including USS *Katahdin* in Dry Dock 1, 1895; and a series of five watercolors by Allan Rohan Crite depicting the Charlestown Navy Yard during World War II.

Related Material: Navy copy prints of material from *Gleason's Pictorial* are in the Boston Naval Shipyard Photo Collection in the Boston National Historical Park Archives. Copy prints of other images are held by Boston National Historical Park.

Boston College

John J. Burns Library

Boston, Mass.

Thomas P. O'Neill, Jr. Papers, 1912-1994

Textual Records: Alphabetical topic files containing correspondence, publications, clippings, and other material relating to the Boston Army Base, 1954; Boston Historical Sites, 1956-1957; and Boston Naval Shipyard, 1953-1978.

Boston Globe

Library

Boston, Mass.

Audiovisual Material: The photo morgue of *The Boston Globe* includes images showing work on Building 40 and Dry Dock 2, 1902-1904; the Navy Yard waterfront, 1923; President Franklin D. Roosevelt's 1941 visit to the Navy Yard; and employees during World War II, 1941-1943.

Related Material: Copy prints are held by Boston National Historical Park.

Boston Public Library

Boston, Mass.

Print Department

Boston Pictorial Archive

Audiovisual Material: Negatives and prints, including stereo cards, of photographs depicting the Navy Yard, USS *Constitution*, the South Boston Annex, and other related subjects.

Related Material: Copy prints and digital copies of stereo images of Navy Yard-related items are held by Boston National Historical Park. Most of the copy prints were donated by the late Al Schroeder and are presumed to be from this collection but could be from other collections held by the Print Department (particularly the *Herald-Traveler* Photo Morgue and the Leslie Jones Collection).

Leslie Jones Collection

Audiovisual Material: Negatives and prints of photographs taken by *Boston Herald-Traveler* photographer Leslie Jones between 1917 and 1956. Among the Navy Yard-related views in the collection are views of the remains of the Acetylene Plant (Building 165) following the Nov. 1934 explosion that destroyed the facility.

Related Material: Copies of some images obtained by the Navy are found in the Boston Navy Yard Photo Collection in the Boston National Historical Park Archives. Copy prints of other photographs are held by Boston National Historical Park.

Rare Book Department

Richard D. Harris Papers, 1820-1840

Textual Records: Includes materials relating to claims to land occupied by the Charlestown Navy Yard.

Related Material: Additional papers relating to the Harris claim are found in the Charlestown (Mass.) Papers II in the Massachusetts Historical Society.

Boston Redevelopment Authority
Economic Development & Industrial Corp.

Boston Marine Industrial Park
South Boston, Mass.

Records Relating to the Boston Marine Industrial Park

Scope: Includes architectural drawings and other material relating to the South Boston Annex of the Boston Naval Shipyard; the Boston Army Supply Base; and the Boston Marine Industrial Park.

Textual Records: Includes original U.S. Army Quartermaster Department record books relating to the construction and maintenance of the Boston Army Supply Base; miscellaneous documents, clippings, and other materials relating to the conversion of the South Boston Annex and the Boston Army Base into the Boston Marine Industrial Park, including a log of dockings in Dry Dock 3 from 1978 to 1992.

Architectural and Engineering Plans: Original U.S. Navy and U.S. Army plans relating to buildings and structures of the South Boston Annex and the Boston Army Supply Base; plans prepared by the EDIC and BRA for the development of the Boston Marine Industrial Park; and plans prepared by tenants of the Boston Marine Industrial Park. Material is arranged by building or subject.

Audiovisual Material: Includes miscellaneous historic and contemporary photographs of the South Boston Annex, the Boston Army Base, and the Boston Marine Industrial Park.

Related Material: Additional architectual and engineering plans of the South Boston Annex are in the Records of the Boston Naval Shipyard (RG 1.4) in the Boston National Historical Park Archives.

Finding Aids: The card file index held by Boston NHP lists original U.S. Navy plans relating to South Boston.

The Bostonian Society

Old State House
Boston, Mass.

Arthur Hansen Photograph Collection

Audiovisual Material: Includes a photograph of the ruins of Building 165 following its destruction in a 1935 explosion and various images of USS *Constitution* (1935-1950).

Charlestown Navy Yard Reports, 1843-1853

Textual Records: One volume containing semi-monthly reports on the progress of work done by the Painters Department of the Navy Yard between 1843 and 1853.

Donald LaPointe Photograph Collection, 1923-1936

Audiovisual Material: Includes images relating to the restoration of USS *Constitution* during the 1920s.

Illustrated Boston Lantern Slide Collection, 1888

Audiovisual Material: Includes two images of the Navy Yard waterfront.

Letters and Testimonials of George W. Burroughs, 1871-1923

Textual Records: Includes miscellaneous items relating to the career of Master Ship Joiner George W. Burroughs.

Audiovisual Material: Includes numerous images of buildings and activities at the Navy Yard (especially of the Joiner Shop) collected or taken by George W. Burroughs.

Related Material: Many of the images in the Burroughs Collection are also found in the Boston Naval Shipyard Photograph Collection and in the Army Center for Military History at Carlisle Barracks. Copy prints are held by Boston National Historical Park.

Chesapeake Bay Maritime Museum

St. Michaels, Md.

Audiovisual Material: Includes three images of USS *Maryland* (CA-8) being brought into Dry Dock 2 on Aug. 12, 1905.

Related Material: Copy prints are held by Boston National Historical Park.

Harvard University
Baker Library

Harvard Business School
Brighton, Mass.

Baldwin Collection (Baldwin Family Papers, 1724-1880)

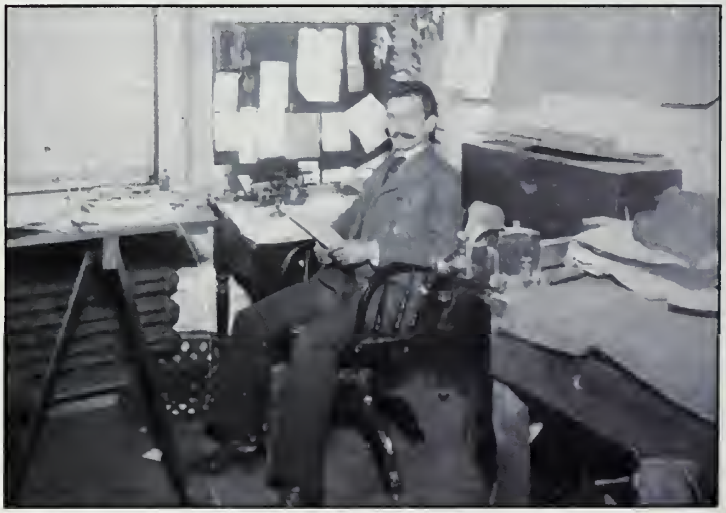
Textual Records: Papers of Loammi Baldwin II relating to the Charlestown and Norfolk Navy Yards.

Related Material: Additional Baldwin papers are found in the Institute Archives and Special Collections, M.I.T. Libraries, Massachusetts Institute of Technology; Peabody Essex Museum; University of Michigan Libraries; and The Winterthur Library.

Historic New England

(Society for the Preservation of New England Antiquities)
Boston, Mass.

Audiovisual Material: Includes images relating to the Charlestown Navy Yard, primarily from the late 19th century, primarily in the form of stereo cards.



Quarterman Joiner George W. Burroughs is seen in his office in the Joiner Shop in Building 36 in Dec. 1897. Born in 1849, he began working in the yard in 1892, and was appointed Master Ship Joiner on July 7, 1899. He retired in 1923. *Burroughs Collection, Bostonian Society*

Related Material: Copy prints of many items are held by Boston National Historical Park. Several items are duplicates of photographs found in other collections.

John Fitzgerald Kennedy Library

Boston, Mass.

Josiah Johnson Hawes Photographs, 1863-1897

Audiovisual Material: Four photographs (Image No. 267 [2 items], 268-269) of the Navy Yard taken by Southworth and Hawes in 1881.

Related Material: Copy prints are held by Boston National Historical Park.

Library of Congress

Washington, D.C.

Manuscript Division

Papers of Daniel Dodge Brodhead, 1821-1853

Textual Records: Bound correspondence, account book, business records, and miscellaneous unbound papers chiefly relating to Brodhead's work as Navy Agent in Boston, Mass.

Related Material: One volume of correspondence for 1830-1833 is part of Navy Agent in Boston Papers in the Boston Naval Shipyard Related Collections (RG 2) in the Boston National Historical Park Archives.

Papers of John Shaw, 1798-1895

Textual Records: Correspondence (official and private), journal, notebooks, reports, biographical data, and miscellany relating to the service of Capt. John Shaw (1773-1823) at the Boston Navy Yard, 1819-1822.

Papers of Morton L. Deyo, 1911-1981

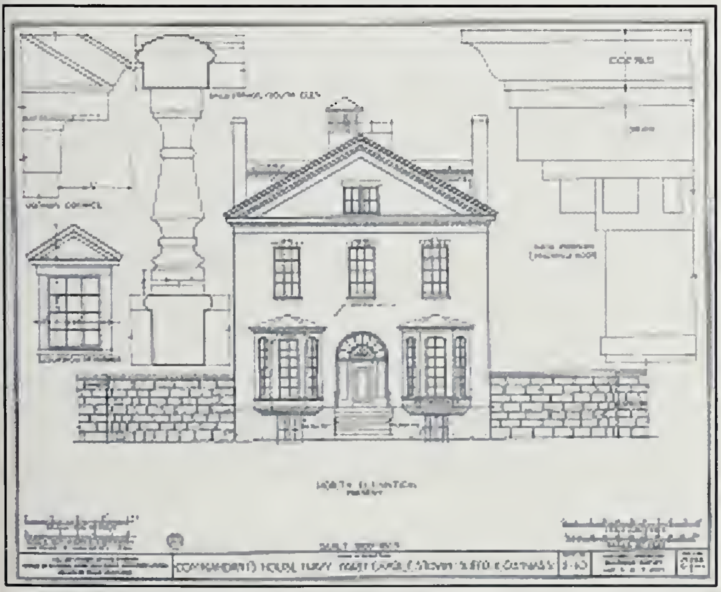
Textual Records: Includes papers of Vice Adm. Morton L. Deyo (1887-1973) as Commandant, First Naval District, 1946-1949.

Papers of William Leverreth Hudson, 1821-1889

Textual Records: Includes papers of Capt. William L. Hudson (1794-1862) relating to his service as commandant of the Boston Navy Yard.

Records of the Charlestown Navy Yard, 1801-1805

Textual Records: Includes payroll lists for carpenters, laborers, and mastmakers. (15 items)



The Historic American Buildings Survey (HABS) was a New Deal program which provided employment for architects. Run by the National Park Service, HABS deposited its final products in the Library of Congress. This drawing of the Commandant's House is part of a seven-sheet set of measured drawings of the house prepared by Paul J. Franklin of Needham, Mass., between Jan. and July 1934. *LC HABS MA-2-10*

Prints & Photographs Division

Boston Naval Shipyard

Audiovisual Material: Ten images of the Ropewalk, Buildings 105 and 106, and Dry Docks 1 and 2 taken for the Charlestown Preservation Society by James Bailey between Mar. and Aug. 1974.

Detroit Publishing Company Collection

Audiovisual Material: Approximately 20 images of the Navy Yard waterfront, USS *Maryland* in Dry Dock 2, and USS *Constitution* dating from the period 1900-1910.

Related Material: Many of the images were used to produce hand-colored postcards. Copies of some of these cards are in the Boston National Historical Park Museum Collection.

Finding Aids: The Library of Congress Prints & Photographs Reading Room website includes an overview of the collection [http://www.loc.gov/rr/print/coll/202_detr.html]. Digitized images are available through the website search engine.

Historic American Buildings Survey
Historic American Engineering Record

Scope: The following is a listing of HABS/HAER documentation relating to the Charlestown Navy Yard which has been processed and transferred to the Library of Congress by the National Park Service. The HABS projects include measured drawings, while the HAER projects include only photographs and data sheets. The HABS documentation and HAER images/caption sheets have been digitized and are available through the website search engine.

HABS MA-2-10	Commandant's House
HABS MA-1247-A	Ropewalk & Tar House (Buildings 58 & 60)
HAER MA-90	Charlestown Navy Yard
HAER MA-90-7	Pier 10
HAER MA-90-30	Shipfitters' Shop (Building 104)
HAER MA-90-34	Central Power Plant (Building 108)
HAER MA-90-50	Incinerator (Building 203)
HAER MA-90-62	Oxygen Plant (Building 277)
HAER MA-90-67	Pier 9
HAER MA-90-68	Pier 11
HAER MA-90-69	Marine Railway

Marine Corps History Division

Quantico, Va.

Audiovisual Material: Approximately 12 photographs of the Marine Barracks and Marines at the Navy Yard.

Related Material: Copy prints are held by Boston National Historical Park. Several items are duplicates of photographs in the Boston Naval Shipyard Photo Collection in the Boston National Historical Park Archives.

Massachusetts Historical Society

Boston, Mass.

Charlestown (Mass.) Papers II, 1734-1840

Textual Records: Papers relating to Charlestown, Mass., particularly to the Harris family and the efforts of the heirs of John Harris to obtain compensation for lands they claimed within the boundaries of the Charlestown Navy Yard.

Related Material: Additional papers relating to the Harris claim are found in the Richard D. Harris Papers in the Boston Public Library.

George Henry Preble Papers, 1729-1926

Textual Records: Research material collected by Preble for writings on the history of the Boston Navy Yard.

Related Material: Additional material relating to Preble's work on the history of the Navy Yard is found in the George Henry Preble Papers at the New England Historical Genealogical Society. The final official copy of the history is found in the National Archives (RG 45).

U.S. Naval Hospital (Chelsea, Mass.) Letterbook, 1832-1839

Textual Records: Letterbook containing copies of letters to and from Alexander Parris as superintendent of the U.S. Naval Hospital in Chelsea, Mass. Includes material relating to his work on the Dry Dock and other projects at the Charlestown Navy Yard.

Related Material: The letterbook is available on-line as a part of the Alexander Parris Digital Project of the State Library of Massachusetts.

Massachusetts Institute of Technology

Cambridge, Mass.

Francis Russell Hart Nautical Collection

M.I.T. Museum

Bethlehem Steel Corporation

Audiovisual Materials: Includes 14 images of the Navy Yard taken during Navy Day, May 13, 1916.

Related Material: Copy prints are held by Boston National Historical Park (NPS Cat. No. BOSTS-7629).

Institute Archives and Special Collections

M.I.T. Libraries

Loammi Baldwin Papers, 1780-1838

Textural Records: Correspondence, reports, tide tables, cost estimates, drawings, notes, computations, and court records relating to design and construction of dry docks at Charlestown and Gosport (Norfolk). Includes volumes of payroll records, summaries by workers' trades, a register of invoices, measurements of stone, a register of pile-driving, and a diary of Baldwin's activities in Charlestown.

Related Material: Additional Baldwin papers are found in the Baker Library, Harvard Business School, Harvard University; Peabody Essex Museum; University of Michigan Libraries; and The Winterthur Library.

Massachusetts Military Division History Research and Museum

Natick, Mass.

Audiovisual Material: Includes approximately 27 images relating to the Navy Yard in the late 19th century and to the 1927-1930 restoration of USS *Constitution.*

Related Material: Copy prints are held by Boston National Historical Park.

Middlesex South Registry of Deeds

Cambridge, Mass.

Textual Records: Deeds and other legal documents relating to the acquisition and disposition of Navy Yard real estate prior to the annexation of Charlestown to Boston in 1874.

Architectural and Engineering Plans: Plot plans and other drawings relating to Navy Yard real estate.

Related Material: For post-1874 records, see Suffolk Registry of Deeds.

Mystic Seaport

Mystic, Ct.

Audiovisual Material: Includes two images relating to the construction of Dry Dock 2.

Related Material: Copy prints are held by Boston National Historical Park.

National Park Service Denver Service Center

Technical Information Center

Denver, Colo.

Scope: Includes architectural drawings and historical and technical reports, contract specifications, completion reports, and other documents of the Charlestown Navy Yard and other sites within Boston National Historical Park. The materials are arranged numerically by the drawing or document number assigned to them in accordance with NPS Director's Order 10B, *Drawing and Map Numbers.*

Textual Records: Includes originals and copies of historical and technical reports, contract specifications, completion reports, and other documents relating to the management and treatment of the yard and its resources by the Boston Redevelopment Authority and the National Park Service.

Architectural and Engineering Plans: Includes originals and copies of architectural and engineering drawings relating to projects undertaken by the National Park Service, Boston Redevelopment Authority, U.S. Navy, and others, primarily in the period since 1974.

Related Material: Many of the items in the collection are available in digital form through the TIC database [http://etic.nps.gov]. Most of the items in the collection are available either as originals or on microfiche in the Boston National Historical Park Technical Information Collection.

Finding Aids: Most of the documentary material in the collection is indexed in the National Park Service's Northeast Region Cultural Resources Bibliography (CRBIB) database [http://nercrbib.nps.gov/cwis/SPT--Home.php]. Both documentary material and architectural and engineering drawings are indexed in the Denver Service Center's Technical Information Center (TIC) database [http://etic.nps.gov].

National Park Service Northeast Regional Office

Philadelphia, PA

Historic Surplus Property Program Files

Scope: In addition to material related specifically to the Historic Monument Area, these files include items relating to other parcels in the Navy Yard, including the Charlestown Navy Yard unit of Boston National Historical Park

Textual Records: Includes correspondence, reports, and other material relating to the transfer of property to the Boston Redevelopment Authority under the Historic Surplus Property Program (Historic Monument Program) and its subsequent management of the Historic Monument Area.

Architectural and Engineering Plans: Plans and drawings, including preservation guideline drawings, relating to the development of the Historic Monument Area.

Audiovisual Material: Includes photographs of Navy Yard redevelopment.

Related Material: Copies of correspondence and reports are held by the Division of Cultural Resources, Boston National Historical Park.

Naval Historical Center[3]

Washington Navy Yard
Washington, D.C.

Related Material: A large portion of the Boston National Historical Park Archives and the Boston National Historical Park Museum Collection consists of documents, photographs, and artifacts on loan from the Naval Historical Center.

Operational Archives Branch

Records of the Reserve Fleet, 1947-1960

Textual Records: Records relating to the Boston Group of the Atlantic Reserve Fleet.

Photographic Section

Audiovisual Material: Photographs of naval personnel, ships, and shore establishments. While most of the items were generated by the Navy, the collection includes material donated from private sources.

Related Material: The collection includes copies of Navy and other photographs held by the National Archives. Many items are duplicates of photographs in the Boston Naval Shipyard Photo Collection in the Boston National Historical Park Archives. Copy prints of many items relating to the Charlestown Navy Yard not in the Boston Naval Shipyard Photo Collection are held by Boston National Historical Park.

Finding Aids: No specific finding aid exists, but a portion of the collection has been digitized as the *Online Library of Selected Images* [http://www.history.navy.mil/branches/org11-2.htm]. These images are searchable through the website's search engine.

NavSource Naval History

http://www.navsource.org/index.html

Scope: This collection is an Internet-based archive of photographs of U.S. Navy ships. It consists of materials contributed to the site by numerous individuals. It is arranged by ship classifications and hull numbers.

Audiovisual Material: Photographs of ships at the Boston Naval Shipyard. Of particular value are color images taken by Richard Leonhardt between ca. 1958 and 1964, showing ships at both Charlestown and South Boston. Includes selected images from the Boston Naval Shipyard Photo Collection.

Related Material: Many of the images are from the collections of the Naval Historical Center and/or the National Archives & Records Administration and are also available through the Naval Historical Center's *Online Library of Selected Images* [http://www.history.navy.mil/branches/org11-2.htm]. Leonhardt images are also available on Dick Leonhardt's photostream at Flickr.com [http://www.flickr.com/photos/35033278@N00/collections/72157600157689785/] Digital copies of relevant Leonhardt images from these websites are held by Boston National Historical Park.

New England Historic Genealogical Society

R. Stanton Avery Special Collections Department

Boston, Mass.

George Henry Preble Papers, 1791-1873

Textual Records: Notes on the history of the Boston Navy Yard and manuscript "History of the Boston Navy Yard."

Related Material: Additional material relating to Preble's work on the history of the Navy Yard is found in the George Henry Preble Papers at the Massachusetts Historical Society. The final official copy of the history is found in the National Archives (RG 45).

New York Public Library

Miriam & Ira D. Wallach Division of Arts, Prints & Photographs

New York, N.Y.

Robert N. Dennis Collection of Stereo Views

Audiovisual Material: Stereo views of the Charlestown Navy Yard and the Brooklyn Navy Yard. Some Boston images are mis-catalogued as being of the Brooklyn yard.

Related Material: Most of the stereo views of the Charlestown Navy Yard are also found in the Boston Public Library Print Department. Digital copies are held by Boston National Historical Park.

Peabody Essex Museum
Phillips Library

Salem, Mass.

Audiovisual Material: Includes a photograph of the yacht USS *America* at the Navy Yard in 1863.

Baldwin Family Papers, 1763-1889

Textual Records: Papers of Loammi Baldwin II relating to dry docks in New York, N.Y., and surveys of Boston Harbor.

Related Material: Additional Baldwin papers are found in the Baker Library, Harvard Business School, Harvard University; Institute Archives and Special Collections, M.I.T. Libraries, Massachusetts Institute of Technology; University of Michigan Libraries; and The Winterthur Library.

Joseph Vincent Brown Papers, 1774-1874

Textual Records: Papers relating to Brown's service as Naval Agent in Boston and his interests in hemp and its sale to the Navy.

Robert Knox, Sr., Papers, 1796-1875

Textual Records: Papers relating to Sailing Master Robert Knox's service at the Navy Yard, including diary of transactions, 1837-1838; letters and orders to Robert Knox, 1837-1844; bills, 1827-1844; and record of yard employees, 1843.

Portsmouth Naval Shipyard Museum

Portsmouth Naval Shipyard
Kittery, Me.

Audiovisual Material: Approximately 20 images of the Boston Navy Yard. The majority of the images are from stereo cards and date to the 1860s and 1870s.

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[3] In December 2008, as this report was being completed, the Naval Historical Center became the Naval History & Heritage Command.

Related Material: Copy prints are held by Boston National Historical Park.

State Library of Massachusetts

State House
Boston, Mass.

Finding Aids: Margaret A. Micholet, *Annotated Bibliography of Navy and Navy Yard Sources at the State Library* (Nov. 14, 1984), TIC 457/D6153.

Special Collections Department

State House
Boston, Mass.

Scope: In addition to its collection of Alexander Parris Papers, the State Library of Massachusetts undertook the Alexander Parris Digital Project [http://www.parrisproject.org], which contains drawings, specifications, correspondence, and accounts from 1803 to 1851 drawn from material held in the State Library and the collections of the Boston Athenaeum, Boston Public Library, Boston National Historical Park, Massachusetts General Hospital, Massachusetts Historical Society, and Historic New England (formerly Society for the Preservation of New England Antiquities).

Alexander Parris Papers, 1817-1851

Textual Records: Materials relating to Parris and his work on buildings in Boston and Portsmouth, N.H., including correspondence seeking employment by the Navy. (224 items)

Suffolk Registry of Deeds

Boston, Mass.

Textual Records: Deeds, mortgages, liens, notices, agreements, certificates, and other legal documents relating to the acquisition and disposition of Navy Yard real estate, including leases and sales of former Navy Yard parcels by the Boston Redevelopment Authority, Economic Development & Industrial Corp., and Massachusetts Port Authority.

Architectural and Engineering Plans: Plot plans and other drawings relating to Navy Yard real estate.

Related Material: Pre-1874 records are held by the Middlesex South Registry of Deeds. Copies of deeds relating to Boston National Historical Park are found in the Deed Files of the Division of Cultural Resources, Boston National Historical Park.

Finding Aids: Documents from Nov. 1955 to date have been digitized and are available through the Registry of Deeds website [http://www.suffolkdeeds.com/default.asp]. Grantor and grantee indexes are available for the period 1961-1978. Post-1976 documents are searchable through the Registry of Deeds website.

U.S. Army Military History Institute

Carlisle Barracks
Carlisle, Pa.

Military Order of the Loyal Legion of the United States Massachusetts Commandery

Audiovisual Material: Includes photograph albums with 19th century images of the Charlestown Navy Yard.

Related Material: Copy prints are held by Boston National Historical Park. Most images are also found in the Boston Naval Shipyard Photo Collection in the Boston National Historical Park Archives and the Burroughs Collection at The Bostonian Society.

U.S. Naval Academy Museum

Annapolis, Md.

Audiovisual Material: Includes a painting of the Commandant's House (ca. 1818-1823) attributed to Mrs. James Armstrong.

Boston Naval Library & Institute Papers, 1842-1885

Textual Records: Records related to the Boston Naval Library & Institute.

Boston (Charlestown) Navy Yard Papers, 1800-1879

Textual Records: Miscellaneous records relating to the Charlestown Navy Yard.

University of Michigan William L. Clements Library

Ann Arbor, Mich.

Baldwin Family Papers, 1662-1864

Textual Records: Family and business papers of Loammi Baldwin and Loammi Baldwin Jr.

Architectural and Engineering Plans: Plans prepared by Baldwin for the original construction of Dry Dock 1 at the Charlestown Navy Yard and its companion dock at the Gosport (Norfolk) Navy Yard.

Related Material: Additional Baldwin papers are found in the Baker Library, Harvard Business School, Harvard University; Institute Archives and Special Collections, M.I.T. Libraries, Massachusetts Institute of Technology; Peabody Essex Museum; and The Winterthur Library. Digital copies of the Dry Dock plans are held by Boston National Historical Park.

Charles Morris Papers, 1801-1851

Textual Records: Includes papers relating to Charles Morris' service as commandant of the Navy Yard (1827-1832).

The Winterthur Library

Joseph Downs Collection of Manuscripts and Printed Ephemera

Winterthur, Del.

Baldwin Family Papers, 1784-1904

Textual Records: Business accounts related to the construction of the Charlestown Naval Dry Dock, 1827-1834, documenting materials purchased, prices, and suppliers.

Related Material: Additional Baldwin papers are found in the Baker Library, Harvard Business School, Harvard University; Institute Archives and Special Collections, M.I.T. Libraries, Massachusetts Institute of Technology; Peabody Essex Museum; and University of Michigan Libraries.

Appendix D

Glossary

THE FOLLOWING GLOSSARY includes abbreviations, acronyms, and technical terms relating to the Navy and the Navy Yard and historic preservation, as well as other abbreviations appearing in this report. For naval ranks and other terms, the formal Navy abbreviation (or a ship type symbol) appears in parentheses after the rank or term. Terms in magenta relate specifically to the Boston Naval Shipyard, while those in green relate primarily to historic preservation. **Bold** type is used within entries for alternative terms or as cross-references to related terms. With a few exceptions, this glossary does not include terms relating to the components of a ship.[1]

The definitions in this glossary have been derived from both archival material and specialized dictionaries, glossaries, etc., available either in printed form or on-line.[2]

150 Causeway Street — The street address of the **North Station Industrial Building**, which served as headquarters for the First Naval District in the early 1940s and for Boston National Historical Park and the NPS North Atlantic Regional Office in the late 1970s.

1ND — First Naval District; the numeral "1" is often mistaken for or shown as a capital "I."

666 Summer Street — The designation used by the Navy for the former **Boston Army Base** following its transfer in July 1970, reflecting the facility's street address.

ACHP — Advisory Council on Historic Preservation; an independent federal agency established under the National Historic Preservation Act (**NHPA**) of 1966 to review and comment on federal actions affecting properties listed in or eligible for the **National Register** and advise the President and the Congress on historic preservation matters.

adaptive reuse (also **adaptive use**) — The **rehabilitation** of a historic property for a use other than that for which it was historically used.

administrative officer (**AO**) — The individual in a naval shore establishment or a national park responsible for management of activities such as contracting, finance, and personnel.

admiral (**ADM**) — The highest naval rank (see Table D-1), first authorized as **rear admiral** (originally **rear-admiral**) in 1862, equivalent to major general in the Air Force, Army, or Marine Corps. The rank of **vice admiral** (originally **vice-admiral**), equivalent to lieutenant general, was created in 1864, and that of **admiral**, equivalent to general, was established in 1866. With the abolition of the grade of **commodore** in 1899, the grade of rear admiral was divided into two halves. The grade of **fleet admiral** was established in 1945, equivalent to general of the army. The five grades of admiral are denoted on uniform insignia and on flags by one to five stars in ascending order. Admirals are also known as **flag officers**.

adverse effect — A determination under **Section 106** that an action alters the characteristics that qualify a property for inclusion in the **National Register** in a manner that would diminish the integrity of the property.

aircraft carrier (**CV/CVN**) (also **carrier**) — A warship having a large flight deck and an island superstructure capable of operating aircraft at sea. In the 1950s, the Navy used separate classifications for carriers intended for attack (**CVA/CVAN**) or anti-submarine warfare support (**CVS**).

amphibious craft — *see* **landing craft**

amphibious ship — A warship capable of landing or supporting the operations of **Marines** or Army personnel on hostile shores. Numerous types of amphbious ships were developed during World War II, the most important of which

ANCHOR — Upon completion of the anchor for the aircraft carrier USS *Forrestal* (CVA-59) (*center*), the yard arranged this Mar. 17, 1955, photograph to compare it with one from USS *Constitution* (IX-21) (*right*).
BOSTS-9690

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[1] For an explanation of ship terminology, see U.S. Army, *Marine Crewman's Handbook*, Field Manual No. 55-501, Dec. 1, 1999 (Washington, 1999), chap. 3.

[2] See, e.g., Deborah W. Cutler and Thomas J. Cutler, *Dictionary of Naval Abbreviations*, 4th ed. (Annapolis: Naval Institute Press, 2005); Deborah W. Cutler and Thomas J. Cutler, *Dictionary of Naval Terms*, 6th ed. (Annapolis: Naval Institute Press, 2005); Denver Service Center, *Definitions* [web page] [http://workflow.den.nps.gov/staging/9_glossary.htm, accessed Sept. 5, 2005]; Frank Gaynor, ed., *The New Military and Naval Dictionary* (New York: Philosophical Library, 1951); U.S. Office of Naval Records & History, *Glossary of U.S. Naval Abbreviations*, 5th ed. (OPNAV 29-P1000, Apr. 1949), available on-line [http://www.history.navy.mil/books/OPNAV20-P1000/index.html, accessed Sept. 4, 2005]; Robert J. Winklareth, *Naval Shipbuilders of the World From the Age of Sail to the Present Day* (London: Chatham Publishing, 2000), p. 360-68.

Table D-1

TABLE OF NAVAL RANKS

The following table lists U.S. Navy ranks in ascending order, together with the equivalent ranks in the Marine Corps. The official Navy abbreviation of the rank appears in parentheses. It should be noted that naval enlisted personnel are generally referred to by their rating (occupational specialty) (e.g., JO3, Journalist 3rd Class) instead of their basic rank.

Grade	U.S. Navy	U.S. Marine Corps
Enlisted Personnel		
E1	Seaman Recruit (SR)	Private
E2	Seaman Apprentice (SA)	Private First Class
E3	Seaman (SN)	Lance Corporal
E4	Petty Officer, 3rd Class (PO3)	Corporal
E5	Petty Officer, 2nd Class (PO2)	Sergeant
E6	Petty Officer, 1st Class (PO1)	Staff Sergeant
E7	Chief Petty Officer (CPO)	Gunnery Sergeant
E8	Senior Chief Petty Officer (SCPO)	Master Sergeant *or* First Sergeant
E9	Master Chief Petty Officer (MCPO)	Sergeant Major *or* Master Gunnery Sergeant
Warrant Officers		
W1	Warrant Officer 1 (WO1)	Warrant Officer 1
W2	Chief Warrant Officer 2 (CWO2)	Chief Warrant Officer 2
W3	Chief Warrant Officer 3 (CWO3)	Chief Warrant Officer 3
W4	Chief Warrant Officer 4 (CWO4)	Chief Warrant Officer 4
W5	Chief Warrant Officer 5 (CWO5)	Chief Warrant Officer 5
Commissioned Officers		
O1	Ensign (ENS)	Second Lieutenant
O2	Lieutenant Junion Grade (LTJG)	First Lieutenant
O3	Lieutenant (LT)	Captain
O4	Lieutenant Commander (LCDR)	Major
O5	Commander (CDR)	Lieutenant Colonel
O6	Captain (CAPT)	Colonel
O7	Rear Admiral Lower Half (RADM)	Brigadier General
O8	Rear Admiral Upper Half (RADM)	Major General
O9	Vice Admiral (VADM)	Lieutenant General
O10	Admiral (ADM)	General
—	Fleet Admiral (FADM)	—

were **amphibious transports (APA/APD), amphibious cargo ships (AKA), dock landing ships (LSD), medium landing ships (LSM),** and **tank landing ships (LST).**

anchor — (1) *n.* An iron or steel device used to hold a ship at rest in water, raised or lowered by a cable using a capstan. (2) *v.* To deploy an anchor or to otherwise come to a stop other than in a dock or at a wharf or pier.

anchorage — An area of open water used for the mooring of ships.

annex — A geographically-separate facility administratively and/or operationally attached to another shore establishment.

ASW — Anti-submarine warfare

auxiliary — A naval vessel intended to provide logistical support to warships (including at-sea replenishment of ammunition, stores, and fuel), transport materiel or personnel, or perform special missions such as surveying, etc. Many naval auxiliaries were converted from merchant vessels, and operate with civilian crews.

availability — The period of time when a naval ship is in a shipyard or other facility for overhaul, repairs, etc.

BAB — Boston Army Base; also known as **Boston Army Supply Base** or **Boston Quartermaster Depot**.

barge — A craft, generally with a rectangular hull, used to haul materials or carry heavy equipment such as cranes. Most barges are non-self-propelled, being moved by tugs, but some are self-propelled either by engines or sails. Sometimes known as a **lighter**. Navy barges are generally identified by their employment, e.g., **coal barge** (later **open lighter**) **(YC)**; **gasoline barge (YOG/YOGN)**; **oil storage barge (YOS)**; **sludge removal barge (YSR)**; **torpedo testing barge (YTT)**; **water barge (YW/YWN)**.

bark (also **barque**) — A sailing vessel with three or more masts, all of which are ship-rigged except the after mast, which is fore-and-aft rigged.

Barnes Building — *see* **Navy Building**

barracks — (1) *l.c.* A dormitory-style facility for housing military personnel. Barracks include, either in the same structure or in nearby structures, support facilities such as **latrines** and **mess halls**. Until the 20th century, most Navy personnel were housed on **receiving ships** rather than in shore-based barracks, and the Navy since World War II has maintained non-self-propelled **barracks craft (APL)** and **repair and berthing barges (YRB/YRBM)** for use as temporary quarters for sailors in shipyards. (2) *u.c.* A Marine Corps detachment assigned to a **naval base**.

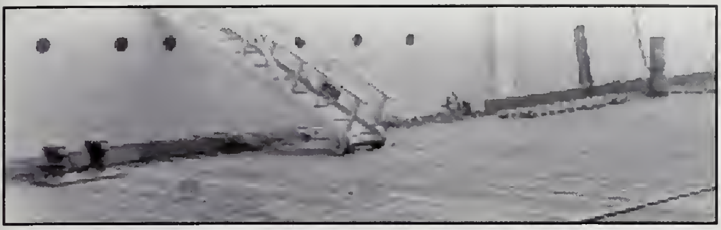
barracks ship (APB) — A self-propelled naval auxiliary which provided berthing space for sailors at advance bases. Most barracks ships were completed too late for service in World War II, but served as "mother ships" for riverine warfare craft during the Vietnam Conflict.

base — A generic term used to refer to any military installation irregardless of its official designation.

basin — An artificially enclosed area of a river or harbor designed so that the water level remains unaffected by tidal changes. Access to basins is usually controlled through gates. Sometimes referred to as a **wet basin** or by the type of material stored in it (e.g., **timber basin**). Also known as a **dock** or **wet dock**.

battery — A set of guns or other heavy artillery, either on a ship or on land. Most naval shore establishments housed only a **saluting battery** used to fire gun salutes in honor of visiting dignitaries or ships or on patriotic occasions rather than to defend the facility from attack.

BARRACKS — This view of Frazier Barracks (Building 33) from Feb. 14, 1972, shows the typical bunk beds (termed **racks** by sailors) and lockers found in military barracks of the period. *BOSTS-9336*



BITT, BOLLARD, BROW — This photograph of Pier 6 East from July 1923 shows, from left to right, a **bitt**, the **brow** providing access to the ship, and a **bollard**. *BOSTS-15623*

battle group — *see* **fleet**

battleship (BB) — A large, heavily-armored steel warship intended to project naval power and engage in actions with enemy fleets. Sometimes referred to as a **capital ship**.

BCG — *see* **Boston Caretaker Group**

BEQ — *see* **quarters**

berth — (1) An anchorage, mooring, or docking space assigned to a vessel. (2) A sleeping place assigned onboard a ship.

berthing barge (YRB/YRBM) — *see* **barracks**

bitt (also **bitts**) — A pair of low steel posts on a pier or ship for securing mooring lines.

BLC — Boston Landmarks Commission; an agency of the City of Boston which performs the functions of a local historical commission under Massachusetts state law and has the power to designate formal city landmarks.

BMIP (also **MIP**) — Boston Marine Industrial Park; current name of South Boston Annex. *See also* **MMT**

BNHP — Boston National Historical Park; unofficial acronym used in place of the official acronym **BOST**.

BNS — Boston Naval Shipyard

BNS/C — Boston Naval Shipyard/Charlestown; the original designation used by the **BRA** for portions of the Navy Yard transferred to it; replaced by the name Charlestown Navy Yard around 1990.

Board of Navy Commissioners — Also known as the **Navy Board**, the Board of Navy Commissioners was established in 1815 and consisted of three senior captains who managed the administrative and logistical affairs of the Navy. The board was abolished in 1842 and its responsibilities distributed to several **Bureaus**.

boat — (1) A water craft, sometimes termed a **small boat**, usually capable of being hoisted on board a ship, including various types of whaleboats, captain's gigs, and landing craft. Navy boats are generally assigned a registry number, with the prefix "C-" used to denote craft purchased from contractors rather than built by the Navy. (2) In naval usage, a submarine.

boilerhouse (originally **boiler house**) — A building housing boilers to produce steam to power steam engines or to provide heat. Boilerhouses were usually adjacent to but separate from the buildings or **engine houses** that they served. *See also* **powerhouse**

bollard — (1) A large solid post on a wharf or pier for securing mooring lines. Many naval shipyard bollards utilized surplus cannons, buried muzzle down. (2) A protective post placed around fire hydrants, electrical service boxes, and other equipment to prevent vehicles from hitting them. The Navy Yard traditionally used surplus railroad track rail for such purposes.

boom — A horizontal spar hinged at one end to a mast, used to support a fore-and-aft-rigged sail or as a **derrick**.

BOQ — *see* **quarters**

BOS (also **BSN**) — Navy abbreviation for Boston.

BosGrp — Boston Group, Atlantic Reserve Fleet

BOST — NPS acronym for Boston National Historical Park.

Boston Caretaker Group (BCG) — The organizational unit established as a subsidiary of the Portsmouth Naval Shipyard to take over the management of the Boston Naval Shipyard following its official disestablishment in July 1974; responsible for on-going maintenance pending final transfer of the property to the General Services Administration (GSA) for ultimate disposal. The BCG, identified as Code 900, was abolished in mid-1976.

BRA — Boston Redevelopment Authority; quasi-independent agency of the City of Boston, established under state law in 1957, responsible for urban redevelopment programs within the city. In 1995 the BRA assumed administrative control of the Economic Development and Industrial Corporation of Boston (**EDIC**).

bridge crane — A crane consisting of a hoist mechanism traveling along an elevated beam which itself travels on an elevated framework. The framework can be freestanding or built into the structure of a building. Many bridge cranes have operator's cabs suspended from the beam on which the hoist is mounted, while others are controlled remotely.

brig — (1) A two-masted, ship-rigged sailing vessel. (2) A naval prison.

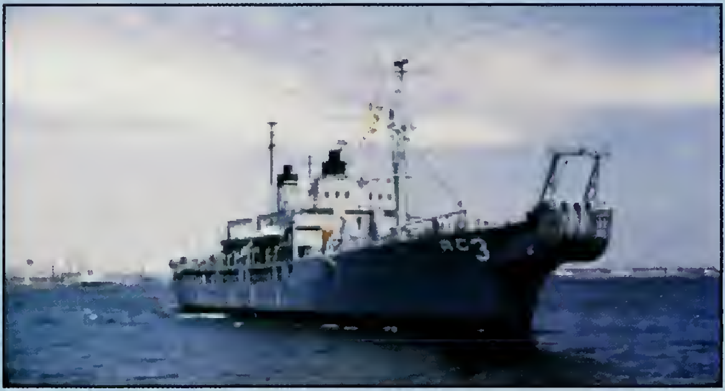
brow — A narrow portable platform used to cross from one ship to another, or from a ship to a pier. Most brows have rollers at the pier end to enable them to move in response to the rise and fall of the tide. Originally of wood, most brows are now made of aluminum. Also known as a **gangplank**.

Bureau — An administrative division within the Navy Department, headed by a senior naval officer, responsible for a particular aspect of naval activity. Established in 1842 and reorganized in 1862, the bureaus, under an 1868 order of the Secretary of the Navy, had their equivalent organization within navy yards. Except for the Bureau of Medicine & Surgery and the Bureau of Naval Personnel, the bureaus were abolished in a 1966 Navy reorganization that saw the creation of **systems commands** to replace them. The individual bureaus and their abbreviations included:

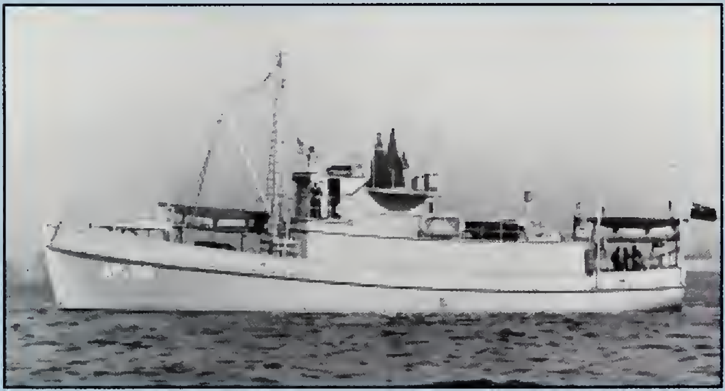
BRIDGE CRANE — Bridge cranes served most of the industrial buildings in the Navy Yard, allowing heavy materials to be moved throughout the length and width of their central bays. This pair of 5-ton capacity cranes is in the Structural Shop in the Building 104 Extension. Note how they are on different levels so they can pass each other. *BOSTS-15920*

Auxiliary Ships: A Gallery

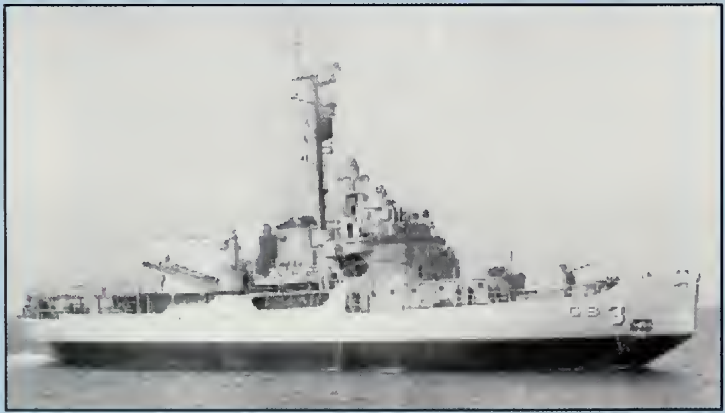
NAVAL AUXILIARY SHIPS serve the combatant fleet by providing logistical support in the form of repair ships and underway replenishment of ammunition, fuel, and stores. They also perform special missions ranging from early warning of potential attack to scientific research. This gallery presents a sampling of the wide variety of naval auxiliaries serviced by the Navy Yard. Most images were taken in accordance with a Bureau of Ships requirement that the shipyard photograph all new and converted ships "in stream."



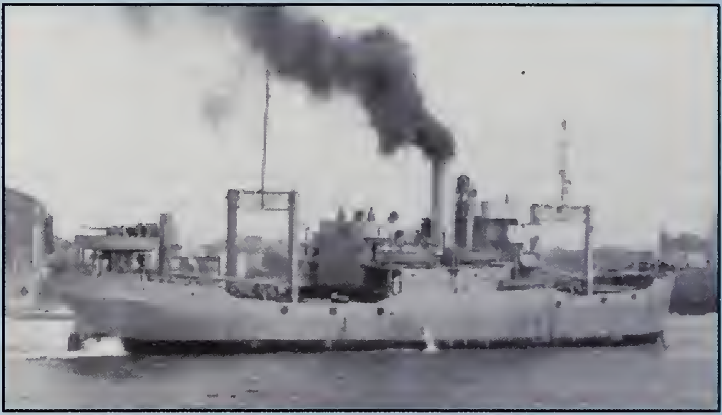
CABLE REPAIRING SHIP (ARC) — Cable repairing ships are easily recognized by the large sheaves on the bow used for laying and retrieving submarine communications cables. Although homeported at the Portsmouth Naval Shipyard, USS *Aeolus* (ARC-3), seen in May 1961, was a frequent customer of the Boston Naval Shipyard in the 1960s and early 1970s. *BOSTS-16201*



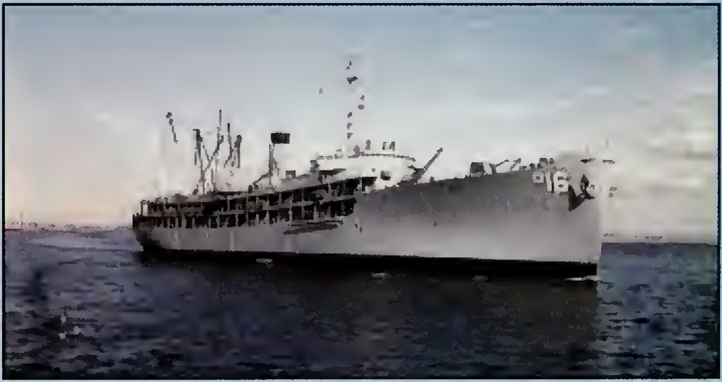
COASTAL TRANSPORT (APc) — Coastal transports were wood-hulled ships used for transporting men and materiel in coastal waters or between islands in the Pacific. *APc-55* is seen on May 28, 1943, eight days after her transfer to the Royal Navy as HMS *FT.5*. *BOSTS-10117*



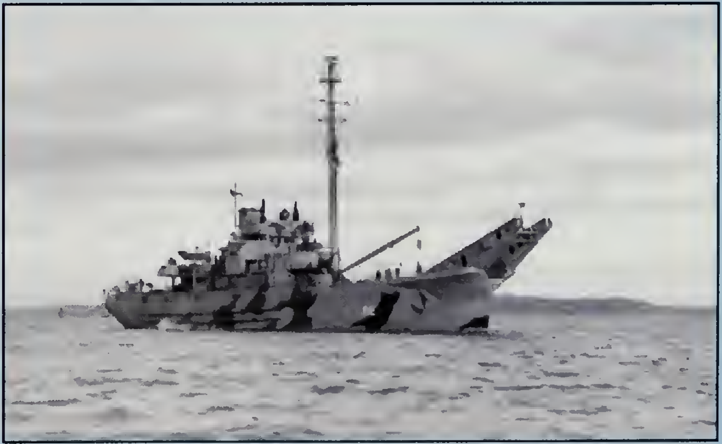
ICEBREAKER (AGB) — Icebreakers have reinforced hulls enabling them to break through ice fields. USS *Atka* (AGB-3) is seen in Mar. 1965 following the addition of a helicopter hanger at her stern. Built as USCG *Southwind* (WAG-280) and acquired by the Navy in 1950 after Lend-Lease service with the Soviet Navy, *Atka* and all other Navy icebreakers were transferred to the Coast Guard in 1966. *BOSTS-10307*



CARGO SHIP (AK) — Cargo ships carried a wide variety of non-perishable material. Most were converted from civilian freighters. Seen on May 26, 1942, USS *Aries* (AK-51), formerly SS *John J. O'Hagan*, had first been in naval service between Sept. 1918 and July 1919 as USS *Lake Geneva* (Id. No. 4215-B). *BOSTS-10289*

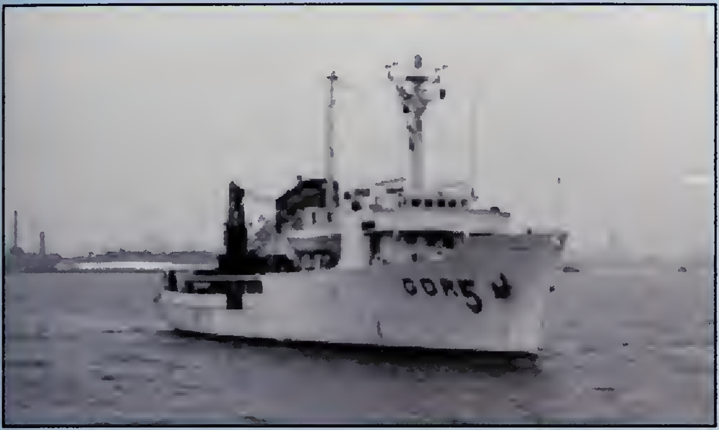


DESTROYER TENDER (AD) — Tenders provided logistical and repair support for specific types of ships at advance bases. The destroyer tender USS *Cascade* (AD-16) is seen in Mar. 1962 near the end of a three-month overhaul period. *BOSTS-10637*

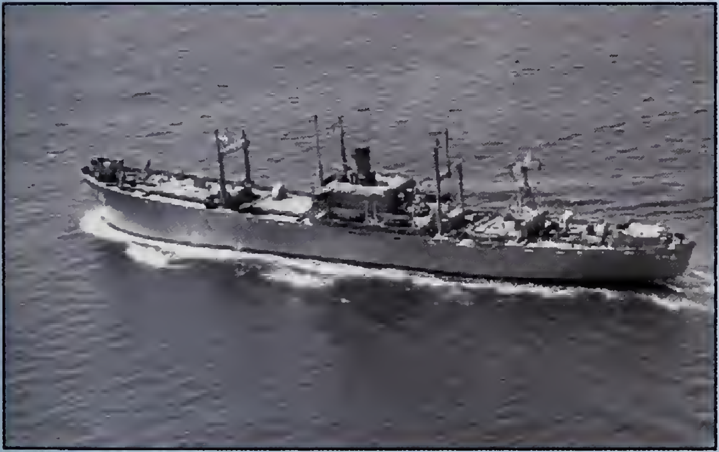


NET LAYING SHIP (AN) — USS *Hoptree* (AN-62, ex-YN-83) is seen on Dec. 2, 1944. Originally designated as Net Tender (YN), net laying ships (usually called net layers) serviced anti-submarine nets placed across harbors. Named for species of trees, the ships were based at Net Depots such as that located at the South Boston Annex. *BOSTS-11434*

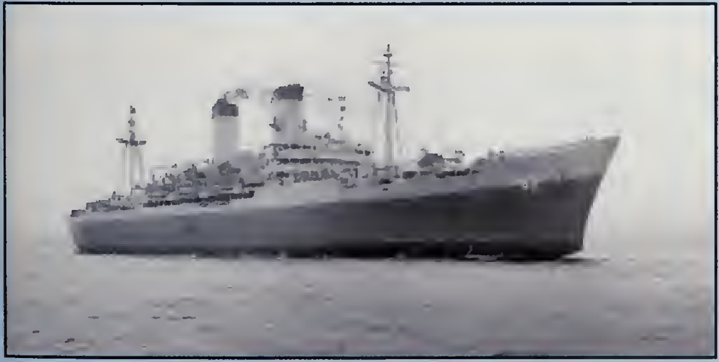
Auxiliary Ships: A Gallery



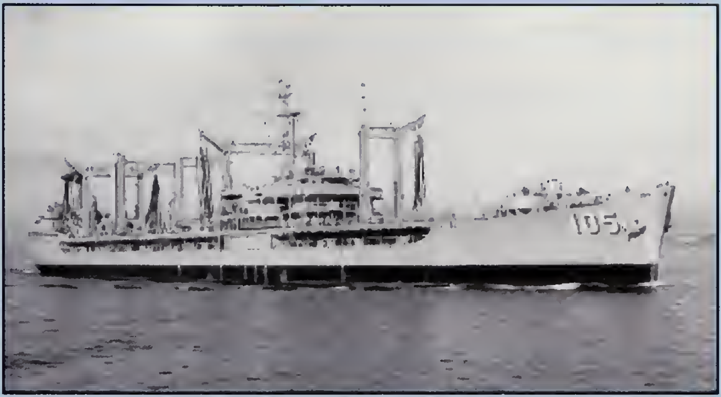
OCEANOGRAPHIC RESEARCH SHIP (AGOR) — Although its surveying ships also performed oceanographic research, the Navy introduced a new class of dedicated oceanographic research ships in the 1960s. USNS *Charles H. Davis* (T-AGOR-5) is seen on Jan. 30, 1963, five days after being placed in service. Unlike several sisters loaned to research institutions, *Davis* remained under naval operation until transferred to New Zealand as HMNZS *Tui* (A-2) in 1970. *BOSTS-10659*



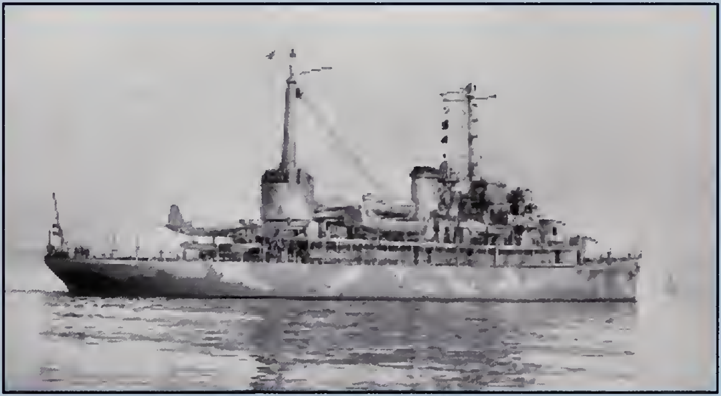
RADAR PICKET SHIP (YAGR; later AGR) — In the mid-1950s the Navy began to convert a series of "Liberty" ships into radar picket ships to supplement the land-based Distant Early Warning (DEW) network monitoring a potential Soviet air attack on North America. Naval Air Station Quonset Point took this aerial view of USS *Searcher* (YAGR-4) on May 29, 1956. *BOSTS-14209*



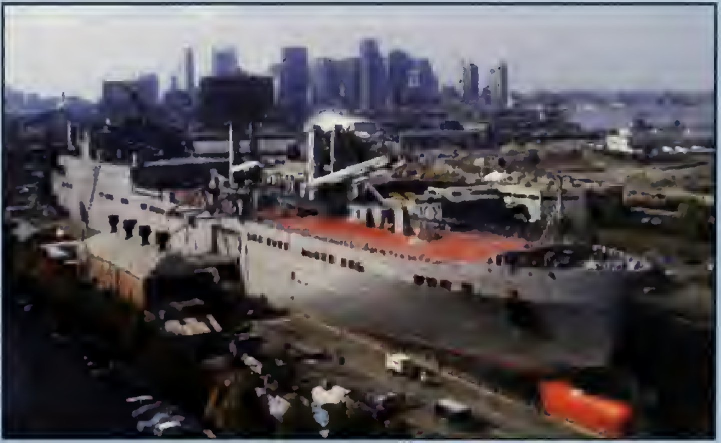
TRANSPORT (AP) — USS *General H. W. Butner* (AP-113), named for Army Maj. Gen. Henry W. Butner (1875-1937), is seen on June 6, 1947, following the completion of work to convert the ship from austere wartime conditions to peacetime standards. Until aircraft replaced them in the mid-1960s, transports operated regular trans-Atlantic and trans-Pacific routes to move military personnel and their dependents to and from overseas assignments. *BOSTS-11227*



OILER (AO) — The oiler, originally called a fuel ship, is an essential element of deployed naval forces, possessing the ability to perform underway replenishment (UNREP) of the fuel supplies of other vessels. USS *Mispillion* (AO-105) is seen in July 1966 at the completion of a project to "jumboize" the ship to increase her capacity by 93,000 barrels. Although the insertion of the nearly 100-foot-long additional hull section was performed by a private shipyard, the Navy Yard completed the conversion. *BOSTS-13609*



SMALL SEAPLANE TENDER (AVP) — Seaplane tenders featured a large crane to bring seaplanes aboard for servicing. An OS2U "Kingfisher" seaplane sits on the fantail of USS *Barnegat* (AVP-10) on New Year's Day 1942. Many of the large group of small seaplane tenders built by the Navy during World War II became Coast Guard cutters after the war. *BOSTS-10343*



VEHICLE CARGO SHIP (AKR) — Vehicle cargo ships have boxy hulls to maximize internal vehicle storage and ramps to allow vehicles to be driven on and off. Named for Army Sgt. Cornelius H. Charlton, who received a posthumous Medal of Honor in the Korean War, USNS *Charlton* (T-AKR-314) is seen in Dry Dock 3 in Oct. 2003. Note the side loading ramp. *Boston Ship Repair*

BuAer	Bureau of Aeronautics
BuC&R	Bureau of Construction & Repair
BuDocks	Bureau of Yards & Docks
BuEng	Bureau of Engineering
	Bureau of Equipment
BuMed	Bureau of Medicine & Surgery
BuNav	Bureau of Navigation (renamed Bureau of Naval Personnel in 1942)
BuOrd	Bureau of Ordnance
BuPers	Bureau of Naval Personnel
BuSandA	Bureau of Supplies & Accounts
BuShips	Bureau of Ships
BuWeps	Bureau of Naval Weapons

Bureau of Construction & Repair (BuC&R) — Established in 1842 as the **Bureau of Construction, Equipment & Repairs** and renamed in 1862 when the **Bureau of Equipment** was established, the bureau was responsible for constructing and repairing ships. Combined with the **Bureau of Engineering** in 1940 to create the **Bureau of Ships**. *See also* **C & R**

Bureau of Engineering (BuEng) — Established in 1862 as the **Bureau of Steam Engineering** and renamed in 1920, the bureau was responsible for the design, manufacture, and maintenance of a ship's machinery. Combined with the **Bureau of Construction & Repair** in 1940 to form the **Bureau of Ships**.

Bureau of Equipment — Established in 1862 as the **Bureau of Equipment & Recruiting** and renamed in 1891, the bureau was responsible for the manufacture, maintenance, and issuance of equipment such as rope, chain, anchors, etc. Abolished in 1914, four years after its duties had been reassigned to other bureaus.

Bureau of Ordnance (BuOrd) — Established in 1842 as the **Bureau of Ordnance & Hydrography** and renamed in 1862, the bureau was responsible for the design, manufacture, maintenance, and issuance of all armaments and for the operation of ammunition depots, magazines, and similar facilities. Combined with the **Bureau of Aeronautics** in 1959 to form the **Bureau of Naval Weapons** (BuWeps), which was in turn replaced by the **Naval Air Systems Command** (NAVAIR) and the **Naval Ordnance Systems Command** (NAVORD) in 1966.

Bureau of Ships (BuShips) — Established in 1940 through the consolidation of the **Bureau of Construction & Repair** and the **Bureau of Engineering**, the bureau was responsible for the design, construction, and repair of naval ships. It was replaced in 1966 by the **Naval Ship Systems Command** (NAVSHIP), which in 1974 merged with the **Naval Ordnance Systems Command** (NAVORD) to form the **Naval Sea Systems Command (NAVSEA)**.

Bureau of Supplies & Accounts (BuSandA) — Established in 1842 as the **Bureau of Provisions & Clothing** and renamed in 1892, the bureau was responsible for the acquisition, storage, and distribution of supplies other than ordnance. It was replaced in 1966 by the **Naval Supply Systems Command** (NAVSUP).

Bureau of Yards & Docks (BuDocks) — Established in 1842 as the **Bureau of Naval Yards & Docks** and renamed in 1862, the bureau was responsible for building and maintaining shore establishments. In 1911, all public works activities were consolidated under the bureau, ending the practice of individual bureaus designing and constructing their own facilities within navy yards. The bureau was replaced in 1966 by the **Naval Facilities Engineering Command (NAVFAC)**. *See also* **Y & D**

C & R — Construction & Repair; either the **Bureau of Construction & Repair** in Washington or its equivalent organization in navy yards. Within shipyards, Construction & Repair became part of the **Production Division** in the 20th century.

cable — A heavy fiber or wire rope or chain, generally used for mooring or anchoring a ship.

cable repairing ship (ARC) — A naval auxiliary designed to lay and repair submarine communications cables.

caisson — A ship-like gate used to enclose the end of a dry dock, which can be flooded to hold it in position. Most caissons contain tubes and valves through which water can be admitted to flood the dry dock. Early references often term caissons as **floating gates**.

camel — A small **float** used to separate a ship's hull from the side of a pier or another ship. Camels are often used as stages for work on the side of a floating ship such as painting.

capstan — An apparatus consisting of a vertical cylinder rotated manually by a series of poles inserted into the top of the cylinder or by a motor, used for hoisting anchors or other weights by winding in a cable or operating the gates of a dry dock or wet dock.

captain (CAPT) — (1) A naval rank, equivalent of colonel in the Air Force, Army, or Marine Corps. Until 1862, captain was the senior rank in the Navy, although the designations **commodore** or **flag officer** were used for captains commanding squadrons. (2) The title applied to the commanding officer or civilian master of a ship, irregardless of actual naval rank.

Captain of the Yard — The second-ranking officer in a navy yard, equivalent to the executive officer (**XO**) on a ship. The position, which headed the **Military Department** of a navy yard following the 1921 reorganization of navy yard administration, was abolished in Nov. 1945.

CAPSTAN — The Navy Yard utilized electric capstans to assist maneuvering ships in its dry docks. Here workers play out nylon rope being wound around the capstan at the head of Dry Dock 2 in the early or mid-1960s.
BOSTS-16175

careening — *see* **heaving down**

cargo ship (AK) — A naval auxiliary carrying cargo (freight), equivalent of a merchant **freighter**. An **attack cargo ship (AKA)** was a cargo ship equipped with landing craft and intended to discharge cargo onto enemy beaches. A **vehicle cargo ship (AKV)** is a specialized cargo ship containing ramps to allow vehicles to be driven directly onto and off the ship. *Note:* The U.S. Army used the designation **freight-supply (FS)** for ships which became the Navy's **small cargo ship (AKL)** and the term **transport** to denote larger cargo ships as well as passenger ships.

carrier — *see* **aircraft carrier; escort carrier**

caulker — A person who specializes in the sealing of joints in wooden ships with oakum, pitch, tar, etc., to provide a waterproof hull or deck surface.

change of command — A ceremony at which the incoming (prospective) commanding officer of a base or ship formally relieves his/her predecessor and takes command.

Chapter 91 — Chapter 91 of the Massachusetts General Laws, the Public Waterfront Act, which sets forth the permitting process for both water-dependent and non-water-dependent development in coastal areas.

character-defining feature (CDF) — A prominent or distinctive aspect, quality, or characteristic of a historic property that contributes significantly to its physical character and which must be retained in order to preserve that character. Structures; objects; vegetation; spatial relationships; views; furnishings; the form and detailing of exterior materials and/or exterior features such as roofs, porches, and windows; and materials may be such features.

Chief — *see* **CPO**

christening — A ceremony at which a ship's sponsor formally names the vessel, generally by breaking a bottle of fluid (sometimes water, sometimes champagne) over the bow. For ships built on inclined ways, christening takes place as a prelude to the launching. For ships built in dry docks or basins, the christening often takes place either as a stand-alone event or just prior to the commissioning ceremony.

CHANGE OF COMMAND — The purpose of the change of command ceremony was the public acknowledgment that a new officer was in charge of a particular ship or shore establishment. Here, outgoing Shipyard Commander Rear Adm. Robert C. Gooding (left) shakes hands with incoming Shipyard Commander Capt. Raymond W. Burk just before the formal ceremony held at the Shipyard Band Stand on Oct. 9, 1969. *BOSTS-15965*

The term **naming ceremony** has generally replaced the term in contemporary usage.

CINC (originally **CinC**) — Naval abbreviation for Commander-in-Chief, usually used with additional abbreviations to denote naval commands, particularly those afloat (e.g., CINCPAC, Command-in-Chief, Pacific).

Civil Engineer (CE) — Established as a permanent position within navy yards in 1852, the Civil Engineer was a civilian who oversaw the construction and repair of navy yard facilities. In 1866, Congress converted the position to a uniformed one. Most Civil Engineers, later known as **Public Works Officers**, were **limited duty officers** in the Civil Engineering Corps (CEC) rather than **line officers**.

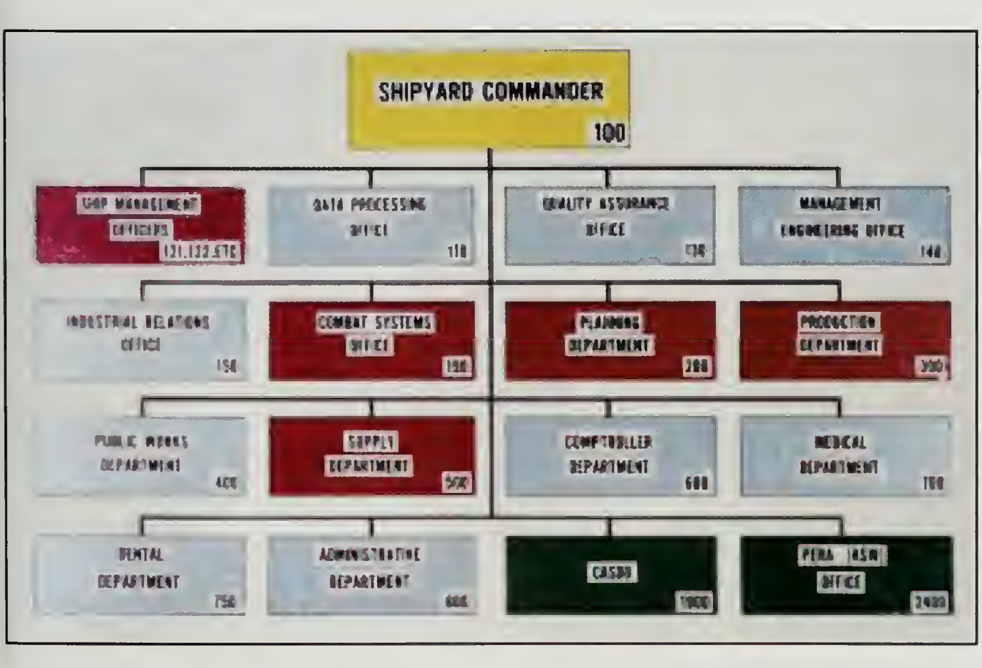
cleat — A low metal fitting on a pier or ship (or on a flagpole or flagstaff) that has two projecting horns to which a line can be secured.

CNO — Chief of Naval Operations; the senior uniformed officer of the Navy, with rank of admiral. Created in 1915 in an effort to provide better coordination of both operational activities and the administrative bureaus.

CNY — Charlestown Navy Yard

CO — Commanding officer; the officer in charge of a ship or shore establishment.

coal house — A facility, usually adjacent to a **boilerhouse** or **engine house**, for the storage of coal for use in boilers.


SHIPYARD COMMANDER
100
SHOP MANAGEMENT OFFICERS
121,133,ETC
DATA PROCESSING OFFICE
110
QUALITY ASSURANCE OFFICE
130
MANAGEMENT ENGINEERING OFFICE
140
INDUSTRIAL RELATIONS OFFICE
150
COMBAT SYSTEMS OFFICE
190
PLANNING DEPARTMENT
200
PRODUCTION DEPARTMENT
300
PUBLIC WORKS DEPARTMENT
400
SUPPLY DEPARTMENT
500
COMPTROLLER DEPARTMENT
600
MEDICAL DEPARTMENT
700
DENTAL DEPARTMENT
750
ADMINISTRATIVE DEPARTMENT
800
CASDO
1900
PERA
OFFICE
2400

CODE 000 — This chart taken from a command presentation shows the administrative organization of the shipyard as of Fiscal Year 1972. The code number for each unit appears in the lower right corner of each block. Each code was divided into individual offices and positions (e.g., Code 424; Code 424.01); these designations were often used in internal communications rather than organizational titles.
BOSTS-13344

Ship Commissioning—USS *Kalamazoo* (AOR-6): A Gallery

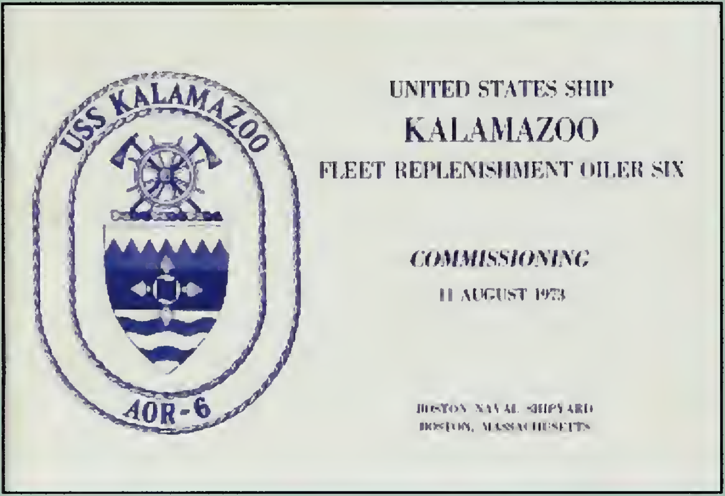
THE COMMISSIONING CEREMONY is one of the most important ones in the life of a naval vessel, for it is the point at which it becomes an active unit of the Navy. In peacetime, the occasion is also the opportunity for the Navy to show off its newest ship to both the crew's families and the public at large. While more subdued in wartime, the basic elements of the ceremony remained. These include the formal acceptance of the ship from her builder, the reading of the prospective commanding officer's orders to take command, the raising of the colors and commissioning pennant, the manning of the vessel, and the setting of the first watch.

The Charlestown Navy Yard was the location for the commissioning not only of the ships built there, but also those constructed by private shipyards from as far away as the Great Lakes. Most, however, came from yards along the New England coast, principally those at Bath, Maine, and Quincy, Massachusetts. In a few instances, ships built elsewhere were brought to Boston for commissioning because of ties in the area to a vessel's namesake.

In peacetime, most commissioning ceremonies took place at Pier 1 East. Piers 7 and 11, as well as the jetties at the South Boston Annex, were used for ships too large for Pier 1. During World War II, many commissionings were held at the piers where final fitting out of the ships had occurred.

This gallery includes a selection of images and documents relating to the commissioning of USS *Kalamazoo* (AOR-6) on August 11, 1973, the final vessel commissioned at the Navy Yard prior to its closure. (Two ships, both having close associations with Boston, have been commissioned at the yard since 1974.) The replenishment oiler had been built by General Dynamics at the Fore River Shipyard in Quincy and was named for the city of Kalamazoo, Michigan. Thus, the principal speaker at the event was the city's mayor, Gilbert H. Bradley.

Following the formal ceremony, the ship's officers hosted a reception in the Preble Room of the Navy Yard Officers Club in Building 5.



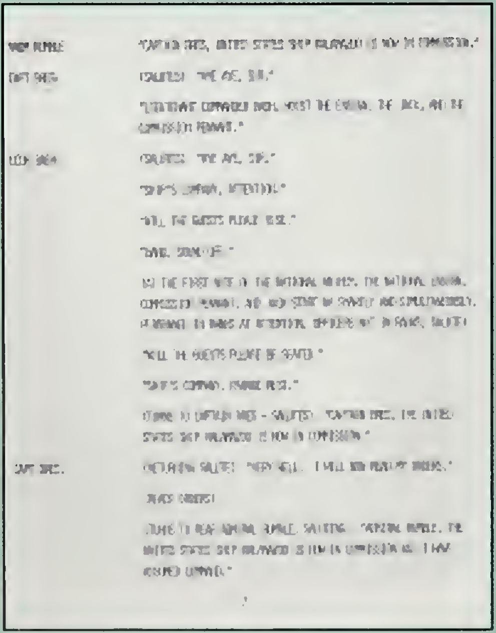
USS KALAMAZOO
AOR-6

UNITED STATES SHIP
KALAMAZOO
FLEET REPLENISHMENT OILER SIX

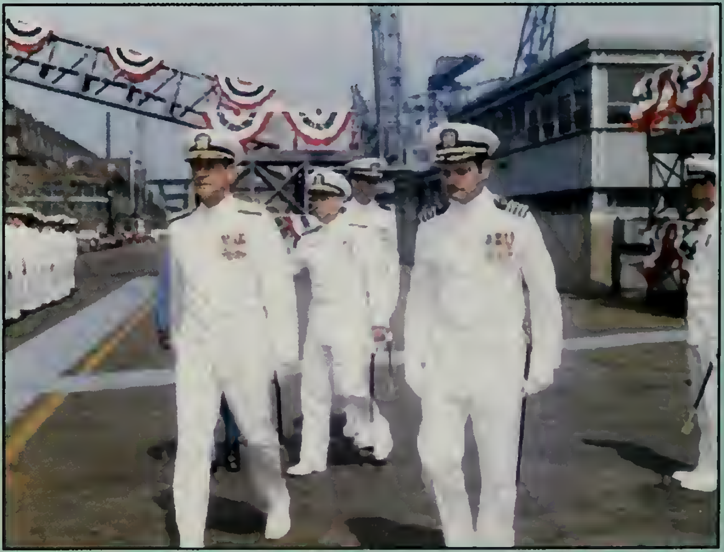
COMMISSIONING
11 AUGUST 1973

BOSTON NAVAL SHIPYARD
BOSTON, MASSACHUSETTS

Program books for commissioning ceremonies included the listing of events along with information about the ship, biographies of the principal speakers and ship's officers, and listings of the crew members. *BOSTS-15404*

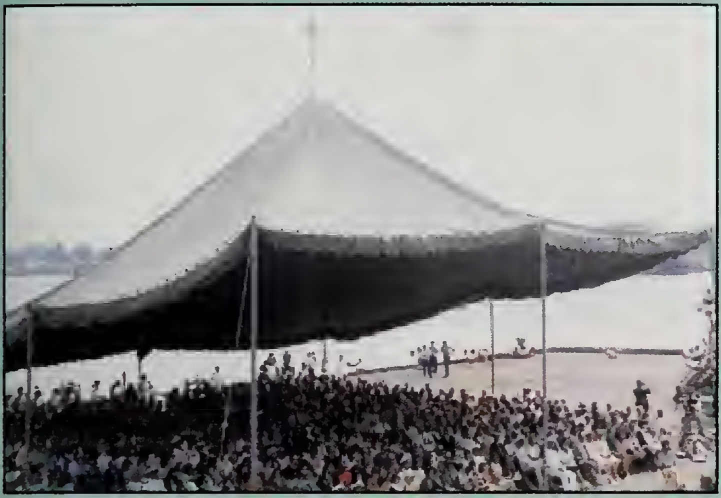


The program for the commissioning was scripted in advance. This page of the script reflects the point at which the ship is formally placed in commission and is manned by her crew. *BOSTS-15405*

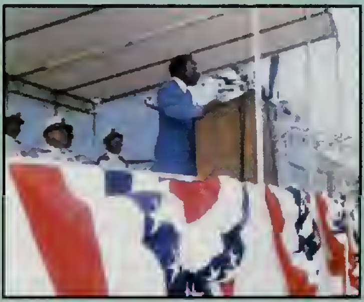


Because of the ship's 659-foot length, the commissioning was held at Pier 7 West. Here her prospective commanding officer, Capt. John H. Bres (right), escorts Rear Adm. Julian T. Burke, Jr., Commander Service Force, U.S. Atlantic Fleet (left), to the ceremony. In the background between them is Rear Adm. Richard E. Rumble, Commandant of the First Naval District, who would officially place the ship into commission. *BOSTS-11604*

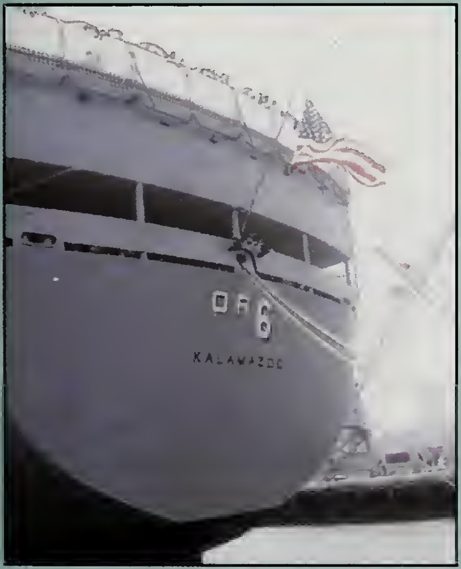
Ship Commissioning—USS *Kalamazoo* (AOR-6): A Gallery



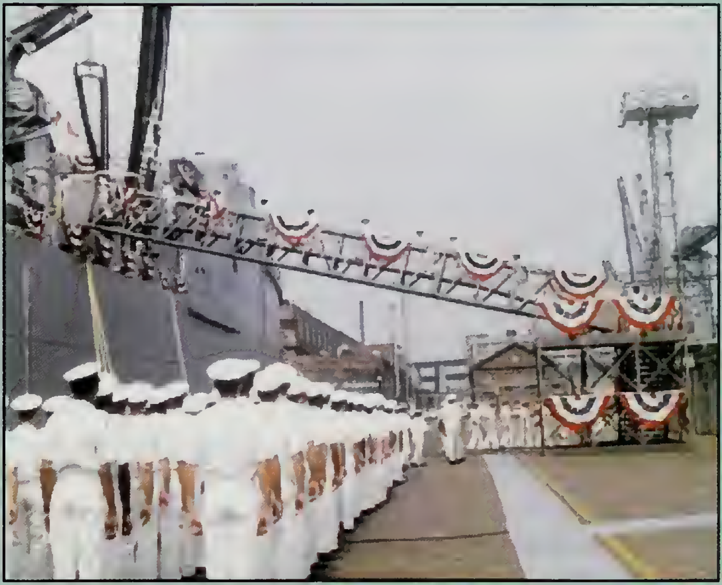
The guests for the commissioning sat under the yard's commissioning tent, which was angled upward so that they could see the ship. Note how the center of the tent is supported by one of the yard's cranes.
BOSTS-11604



The principal speaker at the event was Kalamazoo, Mich., Mayor Gilbert H. Bradley, the first African-American to hold that post.
BOSTS-11604



One of the key events in the commissioning program is the raising of the flag at the ship's stern (left). Following the national anthem, the ship's crew boards the vessel to man the rails (right). *BOSTS-11604*



Following the commissioning ceremony, the ship's officers, their families, and their guests went to the Preble Room for a reception (above left). Exchanges of gifts were a feature of the program. (Above) Capt. Bres presents a ship's plaque and a framed photograph to Mrs. Charles L. (Florence) Ill, who had been the ship's sponsor at her christening. (Right) Mayor Bradley received a plaque along with the flag flown during the commissioning. On the table is part of the silver service presented to the ship by Mrs. Ill. (Left) Officers and their wives or girlfriends pose for their portrait in front of a reproduction of a painting of USS *Constitution*.
BOSTS-11604

cobb wharf (also **cob wharf**) — A wharf built of stone-filled timber cribbing enclosing areas which were filled with earth.

Code 000 — Numerical designations assigned to offices within a naval shipyard organization, often used as a synonym for the holder of the position. Codes may be divided decimally to denote individual positions (e.g., Code 400.1) within a particular office.

cofferdam — A temporary structure built around an area to allow water to be pumped out so that construction work can take place, especially for the building and repair of docks, piers, etc. *See also* **sheet piling**

collier (AC) — A naval auxiliary designed to transport coal. Some colliers performed underway replenishment as well.

colors — (1) *l.c.* A flag or flags carried by a military unit, particularly the **ensign**. (2) *u.c.* A formal ceremony, held at naval shore establishments and on ships in port at 8 a.m. and at sunset, at which the ensign is raised or lowered and the national anthem is generally played. Ships in port display both the ensign at the stern and the **jack** at the bow.

COM — Naval abbreviation for **commander**, usually used with additional abbreviations to denote the commander of a particular naval command, both afloat and ashore (e.g., COMDESLANT, Commander, Destroyers, Atlantic Fleet). *Note:* This abbreviation is not used for the naval rank of **commander**.

combatants — Naval vessels capable of combat operations, including **warships**, **amphibious ships**, **mine warfare ships**, and certain fleet support **auxiliaries** (such as **ammunition ships** and **oilers**).

command — *n.* A generic term for a **base**, **shore establishment**, **ship**, **fleet**, or other unit having its own **commanding officer**.

commander (CDR) — (1) A naval rank equivalent of lieutenant colonel in the Air Force, Army, or Marine Corps; established in 1838 to replace **master commandant**. (2) The designation of the officer commanding a naval shipyard or other shore establishment, irrespective of actual naval rank.

commanding officer — *see* **CO**

Commandant (Comdt) — (1) The designation of the officer commanding a naval district or navy yard, irrespective of actual naval rank. (2) The designation of the senior uniformed officer of the Marine Corps, originally with the rank of colonel but now a general.

commissioning — A ceremony at which a naval vessel is accepted into the fleet and placed **in commission**. During the ceremony, the ship is formally accepted from her builder, the commanding officer reads his orders and assumes command, the colors are hoisted, and the ship then begins to function as a Navy **command** in its own right. The Navy's use of the word "**commission**" means the placing of a ship in active service.

commodore (CDRE; also **Commo)** — (1) The designation of the senior captain or commander of a squadron, often used thereafter as a courtesy title in lieu of the officer's actual rank of **captain**. (2) A naval rank, equivalent of brigadier general in the Air Force, Army, or Marine Corps, established in 1862. Abolished in 1899, it was reinstated in 1943. It reverted to **rear admiral (lower half)** following World War II, only to be briefly used again in the mid-1980s.

NAVY YARD
28

CONCESSION — In 1910 the Navy Yard awarded a concession contract to J.M. Crowley to operate a restaurant on the first floor of Building 28. The restaurant expanded to the second floor in 1932, and continued in operation into the early 1940s. This Feb. 1921 view shows the restaurant's fountain and service counter. *BOSTS-9311*

COMONE — Naval abbreviation for Commandant, First Naval District. Often used as a synonym for the district itself.

compliance — The process through which natural and cultural resources are taken into account in federal, state, and local government actions through regulations issued pursuant to **NEPA**, **Section 106**, etc., and corresponding state requirements.

concession — A facility within a government installation leased to and operated by a private entity which supplies some service to employees and/or visitors. In the Navy Yard, this has typically involved provision of food service.

concessionaire — The operator of a concession facility.

conversion — The modification of a naval vessel to perform different missions or operate different weapons systems. Some conversions involved extensive reconstruction of a ship and could last several years. *See also* **razee**

cooperage — A facility for the manufacture of barrels using wooden staves and iron bands.

cooperating association — A private group, usually incorporated as a non-profit organization, which supports the activities of a national park. Cooperating associations may be park specific, regional, or national in nature (such as Eastern National, formerly Eastern National Park & Monument Association). A major activity of cooperating associations is the operation of sales outlets in park **visitor centers**.

cooperative agreement — A formal agreement between the National Park Service and a private individual or organization or another governmental entity (local, state, or federal) which defines the roles of the respective parties in the management of national park sites. The authority to enter into cooperative agreements is often specified (and their terms outlined) in a park's **enabling legislation**.

cooperator — (1) A **cooperating association**. (2) A private owner (individual or organization) which owns and often manages a site or facility within a national park, usually under a **cooperative agreement**.

CPO — Chief Petty Officer, commonly called "**Chief**"; the senior non-commissioned officers in the Navy; equivalent of sergeant first class in the Army and gunnery sergeant in the Marine Corps.

crane — A mechanical device for lifting objects. Cranes can be fixed or traveling. *See also* **bridge crane; crawler crane; derrick; floating crane; hammerhead crane; locomotive crane; portal crane; shears; truck crane**

crane ship (AB) — The former battleship *Kearsarge* (BB-5), converted to a non-self-propelled floating crane ship by the Philadelphia Navy Yard in 1920. In 1940, the vessel was renamed *Crane Ship No. 1* to allow the name to be assigned to a new aircraft carrier, but she was usually referred to as *Kearsarge* rather than her official name until sold for scrap in 1955.

crawler crane — A self-propelled traveling crane utilizing tank-type treads (tracks) rather than wheels.

cribbing — A support structure for a pier, wharf, etc., generally square in shape, consisting of rows of heavy timbers laid in alternate directions on each other.

cruiser (CA/CL) — A steel warship of sufficient size and power to operate independently to protect merchant vessels and raid enemy commerce; considered to be the successor to the **frigate** of the wooden sailing Navy. Under the London Naval Treaty of 1930, cruisers having a main armament of 6-inch guns or smaller were classified as **light cruisers (CL)**, while those with larger guns were classified as **heavy cruisers (CA)**. In the 1950s, the Navy began to arm cruisers with guided missiles (**CAG/CG/CGN/CLG**).

cultural landscape — A geographic area, including both cultural and natural resources, associated with events, persons, design styles, or ways of life that are significant in American history, landscape architecture, archeology, engineering, and culture. Also known as a **historic landscape**.

cultural resource — An aspect of a cultural system that is valued by or significantly representative of a culture or that contains significant information about a culture such as historic properties and museum objects.

cutter — The generic designation of a ship belonging to the **U.S. Coast Guard** and its predecessor **Revenue Cutter Service**.

deck — The horizontal surfaces of a ship. The term is often used to refer to the floors of a naval building (e.g., second deck).

decommissioning — A ceremony at which a naval vessel is placed **out of commission** and allocated to a reserve fleet.

DERP-FUDS — Defense Environmental Restoration Program–Formerly Used Defense Sites; program administered by the Army Corps of Engineers to clean up and remediate hazardous materials at former military installations disposed of before passage of strict environmental cleanup and protection legislation.

deperming — Magnetic treatment of a steel ship's hull to minimize permanent magnetism as protection against **mines**.

derrick — A device for lifting heavy weights consisting of an angled boom attached to a mast.

destroyer (DD) — A warship, originally designated as **torpedo boat destroyer**, intended to protect the larger ships of a naval fleet from enemy torpedo boats. The destroyer, affectionately called a "**tin can**" by crew members, evolved into a multi-purpose vessel with weapons to combat both submarine and aerial attack, as well as to provide shore bombardment support. In the post World War II period, a number of destroyers were converted into **radar picket destroyers (DDR)**. Most modern destroyers are armed with guided missiles (**DDG**).

Crawler Crane — Crawler cranes used tracks rather than wheels for movement. Originally numbered 76, Crawler Crane 42-00489 was built by the Koehring Co. of Milwaukee (Model 803, s/n 2464) and was placed in service on Mar. 30, 1943. For many years, it was equipped with an electromagnet and assigned to the yard's scrapyard. This Dec. 11, 1967, photograph documents an accident in which the boom buckled. It was repaired and remained in service until the yard's closure. *BOSTS-13347*

destroyer escort — *see* **escort ship**

destroyer tender (AD) — *see* **tender**

die — A metal block used in a die-press or hammer that punches shaped holes in, cuts, or forms metal.

die sinker (also **die-sinker**; **diesinker**) — A worker who lays out, machines, and finishes **dies**.

die-lock chain — Forged steel chain made up of a stem piece inserted into a socket and locked into place by means of pressure exerted on a die by a hammer.

die-press — A machine which uses high-pressure rather than a drop to form metal using a die.

disestablishment — A ceremony at which a naval shore establishment or other activity is closed or discontinued.

dispensary — A medical facility that treats patients, usually on an outpatient basis. Often referred to informally by naval personnel as **sickbay**, after the primary medical treatment space on board a naval vessel.

district craft — *see* **service craft**

dock — (1) *n.* A protected water area in which vessels are moored. The term is often used to denote a pier or a wharf. (2) *v.* To bring a ship up against a wharf or pier or into a dry dock.

dock landing ship — *see* **LSD**

DOD (also **DoD**) — Department of Defense

DOI — Department of the Interior. *See also* **USDI**

dolphin — A cluster of pilings used either as a mooring or to protect vessels in a wide slip from being struck by other vessels being docked or undocked.

double end gunboat — *see* **gunboat**

DPDO — Defense Property Disposition Office

EXCHANGE — As these 1964 photographs show, the Navy Exchange provided a large variety of products to military personnel. The main facility in Building 38 (*left*) sold a wide range of goods, including cigarettes, jewelry, film, and housewares, while the Bottled Goods Store in Building 4 (*right*) sold all types of potables. The Navy Yard Exchange also operated a Gasoline Station (Building 194). *BOSTS-16089 (left); BOSTS-16078 (right)*

drop-forge — *see* **hammer**

dry dock (originally **dry-dock**; sometimes **drydock**) — An enclosed basin fitted with water tight entrance gates or caissons which permit the dock to be pumped dry, used for building or repairing a ship below the waterline. Permanent dry docks are sometimes referred to as **graving docks**. *See also* **floating dry dock**

EA — *see* **EIR/EIS**

EDIC — Economic Development & Industrial Corporation of Boston; quasi-independent agency established under state law in 1971 to promote economic and industrial development in Boston. In 1995 the EDIC was brought under the administrative umbrella of the Boston Redevelopment Authority (**BRA**).

EIR/EIS — environmental impact report/environmental impact statement; a planning document prepared pursuant to **NEPA** or equivalent state laws when a proposed action or project has the potential for significant impact on the human environment. An **environmental assessment** (**EA**) is a brief document prepared to determine whether the impact of a proposed action could be significant requiring the completion of an EIS or to document compliance with NEPA for a proposal that will have no significant impacts.

enabling legislation — The act of Congress that establishes a national park. It may include a park's boundaries, set the parameters for how the park is managed, describe its interpretive themes and significance, and/or mandate special conditions of operation.

engine house (also **engine-house; enginehouse**) — A building housing a steam engine used to power industrial machines, usually through a series of shafts and pulleys. The boilers used to create the steam for the engine were often housed in a separate **boilerhouse**. *See also* **powerhouse**

ensign — (1) A flag, particularly the national flag. (2) A naval rank established in 1862 equivalent to second lieutenant in the Air Force, Army, or Marine Corps; replaced **passed midshipman**.

escort carrier (**CVE**) — A small **aircraft carrier**, often informally referred to as a "**jeep carrier**," originally conceived to provide aerial protection for merchant convoys. Initially classified as **aircraft escort vessel** (**AVG**) and then **auxiliary aircraft carrier** (**ACV**), they were reclassified from auxiliaries to combatants in July 1943. Although a few escort carriers saw combat service in the Korean War, most were either never reactivated after World War II or used simply as **aircraft transports** (**AKV**).

escort ship (**DE**) (originally **escort vessel**) — A warship similar in design to but smaller than a **destroyer**, originally intended for anti-submarine warfare in protection of merchant convoys. Because of their type symbol, "DE," escort vessels were almost immediately, but incorrectly, referred to as "**destroyer escorts**." In the 1975 revision of the Navy's ship classifications, escort ships became **frigates** (**FF**).

exchange (also **Navy exchange**) — A facility on a navy base for naval personnel and their dependents that sells items not provided by the government at a small profit for the benefit of the welfare and recreation fund. Commonly called a "**PX**," from **post exchange**, the designation of a similar facility on an Air Force, Army, or Marine base.

executive officer — *see* **XO**

Fargo Building — *see* **Navy Building**

fathom — A unit of measurement used for water depth and for material such as cables and ropes, equal to 6 feet.

FHWA — Federal Highway Administration

finger pier — A small pier that projects from a larger pier.

fitting out — The process of completing a ship after it has been launched, usually at a fitting-out basin, quay, or pier, and involving the addition of superstructure, armament, furnishings, and all other equipment required to make the ship ready for service. Also called "**outfitting**," although that term is more often limited to installation of furnishings and equipment.

flag officer — (1) Term used to denote admirals and generals, who are entitled to have a flag bearing the number of stars equivalent to their rank flown when present on a naval vessel or shore establishment. The Marine Corps and other military services use **general officer** instead of flag officer. (2) A naval designation established in 1857 for captains in command of **squadrons**; replaced in 1862 by the ranks of **commodore** and **rear admiral**.

fleet — A formal organization of **warships** and other naval vessels, under the command of an **admiral**. In U.S. Navy practice, fleets are known by names (e.g., Atlantic Fleet) and numbers (e.g., 6th Fleet), with even-numbered fleets located in the Atlantic and odd-numbered fleets in the Pacific. A fleet may be administratively and/or operationally divided into **battle groups**, **squadrons**, and/or **task forces**. *See also* **squadron**

fleet admiral (FADM) — *see* **admiral**

fleet train — A term used through World War II to denote **naval auxiliaries** assigned to a **fleet**.

Federal Lands Highway Program (FLHP) — A joint program of the FHWA and the NPS that provides planning, design, and construction funding for deteriorating national park roads and alternative modes of transportation in parks.

float — A raft-like platform such as a **camel** used alongside a pier or a ship.

floating crane (also **floating derrick**) **(YD)** — A crane or derrick mounted on a barge that can be moved from one location to another.

floating dry dock — A structure that can be submerged to permit the entry and docking of a ship and then raised to lift the ship out of the water for repairs. Large naval floating dry docks intended for use at advance bases often had **portal cranes** operating along the top of the dock's side walls.

floating pile driver (YPD) — A barge containing a hammer-like device, usually powered by steam, for driving piles into the seabed, used for the contruction and maintenance of waterfront facilities such as seawalls and piers.

floating workshop (YR) — Informally known as a **repair barge**. A specialized Navy barge equipped as a workshop for use alongside ships. During and after World War II, the Navy developed a series of specialized floating workshops **(YRDH/YRDM/YRR)** as well as ones which also served as **repair and berthing barges (YRB/YRBM)**.

fore-and-aft rigged — A ship with triangular sails mounted on masts and jib booms or gaffs parallel to the ship's keel.

forge — A facility that specializes in the forging of metals to impart shape and toughness to rough castings, using both hand tools and machinery such as **hammers** and **die-presses**. Also called a "**smithery**."

foundry — A facility that specializes in the casting of metal components that are subject to further forging or machining operations to provide components for a ship.

FRAM — Fleet Rehabilitation And Modernization; program to modernize World War II-era naval vessels for continued service into the 1960s. Originally established for destroyers, but later used to describe modernization of any warship.

frames — The skeleton structure, or ribs, of a vessel, extending upward from a ship's keel. Frames are generally numbered from bow to stern.

Frazier Barracks — The **Receiving Station** facility in Building 33 of the Charlestown Navy Yard, named for Daniel Frazier, a seaman on USS *Enterprise* wounded in action off Tripoli in 1804.

rigate — (1) A ship-rigged sailing warship having guns on two decks, intended to both protect merchant vessels and raid enemy commerce. (2) A steel warship **(PF)** equivalent in size and function to an **escort ship** but constructed during World War II for the Navy under the auspices of the Maritime Commission to civilian rather than military standards. (3) A steel warship **(DL/DLG)** intermediate in size between a **destroyer** and a **cruiser**, originally designated as **destroyer leader**. All existing frigates were reclassified as destroyers or cruisers in 1975. (4) A warship smaller than a destroyer, termed **escort ship** until 1975, when the U.S. Navy revised its nomenclature to correspond to that used by other world navies. Existing escort ships were reclassified as frigates by changing the "**DE**" type symbol to "**FF**" without a change to their serial numbers.

Brass & Iron Foundry, C.&R.
Boston Navy Yard, June 12, 1901

FOUNDRY, MOLD — A large number of **molds** can be seen in the foreground of this June 1901 view of the interior of the brass and iron foundry located in Building 16. These molds consist of frames containing wet sand formed around a pattern to create the cavity into which molten metal was poured. *BOSTS-9279*

fuel ship — *see* **oiler**

FY — Fiscal Year; government accounting period; until 1842, the fiscal year and calendar year were identical; after a half year in 1843, the year ran from July 1 of the preceding calendar year to June 30 of the indicated year; after a transitional quarter in 1976, the fiscal year ran from October 1 of the preceding calendar year to September 30 of the indicated year.

gaff — A spar extending diagonally upward from a mast.

galley — The kitchen on a naval vessel or mess hall. Most galleys serve cafeteria-style. The term is often used as a synonym for the entire **mess** or **mess hall**.

gangplank — *see* **brow**

gantry crane — *see* **portal crane**

General Management Plan — *see* **GMP**

general storehouse — A warehouse for all types of supplies and equipment, other than ordnance.

GMP — General Management Plan; a master plan prepared for a unit of the National Park System setting out the general goals of the park and how those objectives are to be met.

guided missile — A weapon powered by a rocket motor whose flight path is capable of being altered by a mechanism within the missile. Early shipboard missiles such as **Talos** and **Terrier** were intended to replace anti-aircraft guns; later missiles such as **Polaris** and **Tomahawk** were offensive weapons used against land targets.

HEAD — The term "head" was traditionally used for shore-based toilet facilities as well as those aboard ship. These two views were taken in May 1972 to document the repainting of a head in an unidentified yard building. Note the trough used as a urinal and the lack of doors on the toilet stalls. *BOSTS-9759*

gun — A naval cannon of either muzzle-loading or breech-loading type of any size or calibre above that of small arms. Sailing warships were generally classified by the nominal number of guns carried.

gunboat (PG) — A small warship intended primarily to defend a coast or protect national interests in overseas areas such as colonies, the Caribbean, or China. Civil War-era **double end gunboats** were sidewheelers intended to operate along the coasts and in the rivers of the South. In modern navies, gunboats are often equipped with guided missiles rather than guns.

HABS — Historic American Buildings Survey; a program managed by the NPS initiated in 1934 which provides documentation in the form of measured drawings and photographs of historic buildings. The survey products are deposited in the Library of Congress.

HAER — Historic American Engineering Record; a program managed by the NPS initiated in 1969 as a companion to **HABS** which provides documentation in the form of measured drawings and photographs of nationally and regionally significant engineering and industrial sites. The survey products are deposited in the Library of Congress.

HALS — Historic American Landscapes Survey; a program managed by the NPS initiated in 2000 as a companion to **HABS** and **HAER** which provides documentation in the form of measured drawings and photographs of historic landscapes. The survey products are deposited in the Library of Congress.

hammer — A machine designed to forge metal by dropping a mechanically raised weight onto it, either directly or through a die. Also known as a **drop-forge**.

hammerhead crane — A large crane with a fixed counterbalancing jib used primarily for building and outfitting ships at shipyards.

Harbor Commissioners' line — The formal water boundary line of a waterfront property.

head — The sanitary facilities on board a naval ship. The term is also used to refer to similar facilities at a shore establishment.

heaving down — A method of repairing the bottoms of ships which involved stripping the ship and pulling it over to one side. This method was time-consuming and put considerable stress on a ship's frame. Also known as **careening**.

hemp house (originally **hemp-house**) — A facility for the storage of hemp intended for use in the manufacture of rope.

historic character — The sum of all visual aspects, features, materials, and spaces associated with a property's history.

historic district — A geographically definable area possessing a significant concentration, linkage, or continuity of sites, landscapes, structures, or objects, unified by past events or aesthetically by plan or physical developments. A district may also be composed of individual elements separated geographically but linked by association or history.

historic landscape — *see* **cultural landscape**

historic leasing — A program for the lease of historic structures owned by the NPS to private individuals or organizations. Under such leases, the lessee assumes responsibility for rehabilitation of the structure and the proceeds of the lease become available for use on other historic preservation projects within the park. Unlike **cooperative agreements**, historic leases do not have to involve provision of visitor services to the public.

Historic Monument Area (HMA) — That portion of the Boston Naval Shipyard transferred to the BRA under the most extensive historic preservation restrictions, generally encompassing that portion of the yard east of Sixth St. and north of First Ave.

historic property — A district, site, structure, or landscape significant in American history, architecture, engineering, archeology, or culture; an umbrella term for all entries in the **National Register**.

historic scene — The overall appearance of a **cultural landscape** and its surroundings as it was in the historic period that provides the context for understanding and interpreting the events, ideas, or persons associated with a historic property.

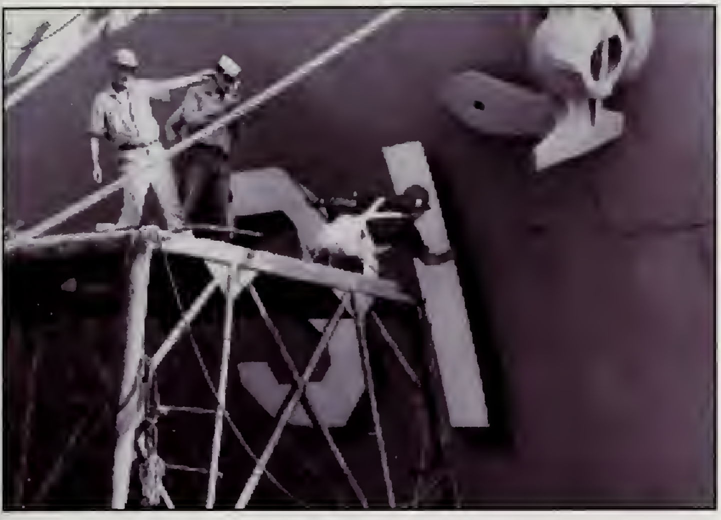
historic structure — A constructed work usually immovable by nature or design, consciously created to serve some human activity, including buildings; monuments; dams; roads; railroad tracks; canals; mill races; bridges; tunnels; locomotives and rolling stock; ships; stockades, forts and associates earthworks; Indian mounds; ruins; fences; and outdoor sculpture.

historic site — (1) The site of a significant event, prehistoric or historic occupation or activity, or structure or landscape (extant or vanished), where the site itself possesses historical, cultural, or archeological value apart from the value of any existing structure or landscape. (2) A historic property that is managed to preserve and interpret its historic, cultural, or archeological values.

historical integrity — The authenticity of a historic property's historic identity, evidenced by the survival of physical characteristics that existed during its prehistoric or historic period; the extent to which a historic structure or cultural landscape retains its historic appearance.

historical significance — The meaning or value ascribed to a historic property based on the National Register criteria for evaluation. It normally stems from a combination of association and historical integrity.

hospital ship (AH) — A naval auxiliary intended to provide medical care to military personnel, particularly off combat areas.



HULL NUMBER, FLOAT — Yard painters use a **float** as they paint the new hull number on the bow of USS *Decatur* (DDG-31) as her 1965-67 conversion to a guided missile destroyer nears completion. *BOSTS-10895*

Under the Geneva Convention, hospital ships are unarmed and painted white with distinctive red cross markings to protect them from attack. Navy hospital ships were generally commanded by an officer from the Medical Corps rather than a **line officer**. *Note:* Through World War II, the Army operated its own fleet of hospital ships.

host activity — The naval or other government agency organization which owns or has overall jurisdiction over a particular base and provides services to **tenant activities** as set forth in **support agreements** with them.

hotel services — Shore-based utilities such as electricity, water, compressed air, and steam, provided to ships berthed at a pier.

house — (1) In the 19th century, a term used to denote an industrial or other non-residential building, usually preceded by a term defining its use (e.g., **gatehouse**). (2) A large wooden structure erected over the spar deck of a **Receiving Ship** or a ship **in ordinary** to provide additional space or protect the ship from the weather. *See also* **boilerhouse; coal house; engine house; general storehouse; hemp house; muster house; powerhouse; pumphouse; roundhouse; shiphouse; storehouse; tarring house**

hull number — The official identification number assigned to a naval vessel in accordance with a general order issued in July 1920, so called because it is usually painted on the ship's bow and stern quarters. Hull numbers consist of two elements, an alphabetical **type symbol** and a numerical serial number. Warships display only the number; auxiliaries display the type symbol minus the initial "A"; service craft display the entire designation. Hull numbers originally were shown in the **NVR** with no space or punctuation (DD121); currently they are shown with a space (CG 10). In common usage, the symbol and serial number are separated by a hyphen (AB-1).

icebreaker (AGB) — A naval auxiliary with a strengthened hull designed to break through ice fields. Navy icebreakers were used largely to support Operation Deep Freeze activities in Antarctica. In the mid-1960s, all Navy icebreakers were transferred to the U.S. Coast Guard, which assumed responsibility for all government icebreaking activities.

in commission — A warship or naval-manned auxiliary in active service. The names of ships in commission are preceded by the prefix **USS**.

in service — A civilian-manned naval auxiliary or a service craft in active service.

inactivation — The process of preparing a ship to be placed in a **reserve fleet.**

inclining experiment — Frequently done in the course of major shipyard overhauls, inclining experiments involved shifting heavy weights on board a ship in order to determine her stability characteristics. Photographs of inclining experiments are often very detailed, and provide an excellent record of a ship's equipment and general external arrangement, as well as adjoining piers and buildings.

Industrial Department — Established in navy yards under a 1917 general order and modified in a 1921 administrative reorganization, the Industrial Department, headed by a **manager**, was responsible for all industrial production and the physical plant of the yard.

integrity — *see* **historical integrity**

ironclad — A wooden warship covered with iron plate to provide protection against enemy gunfire. The term is often used as a synonym for **monitor** because most U.S. Navy ironclads were of that design.

jack — A flag corresponding to the union or canton (upper left quadrant) of the **ensign**. Flown on a **jackstaff** at the bow of naval vessels in port.

jetty — A landing wharf or pier.

jib (also **jib boom**) — (1) A spar forming the support for a triangular sail on a ship. (2) The arm or boom of a crane or derrick.

joiner — A carpenter who constructs doors, window sashes, paneling, cabinetry, and other permanent woodwork.

keel — The timber or series of connected steel plates running from stem to sternpost on the bottom of the centerline of a vessel, to which vertical **frames** are attached.

keel blocks — Blocks, usually of wood or concrete topped with wood, on which the keel of a vessel rests when being built, or when she is in dry dock. Keel blocks enable workers to gain full access to the underside of a ship.

keel laying — The formal start of the construction of a vessel. Keel laying could be done with or without ceremony.

landing craft — Small boats designed to be carried by an amphibious warfare ship to discharge troops and small vehicles on a beach via a bow ramp. Numerous varieties of such craft exist, including the **landing craft, medium (LCM)** and the **landing craft, vehicle/personnel (LCVP)** ("Higgins" boat).

latrine — A communal toilet often found in or in conjunction with a military **barracks**. In naval facilities, a latrine is usually referred to as a **head**.

launching — The point at which a ship's hull enters the water for the first time, either by sliding down inclined ways or by flooding of the building dock. Launchings were generally ceremonial occasions that included the **christening**, or naming, ceremony.

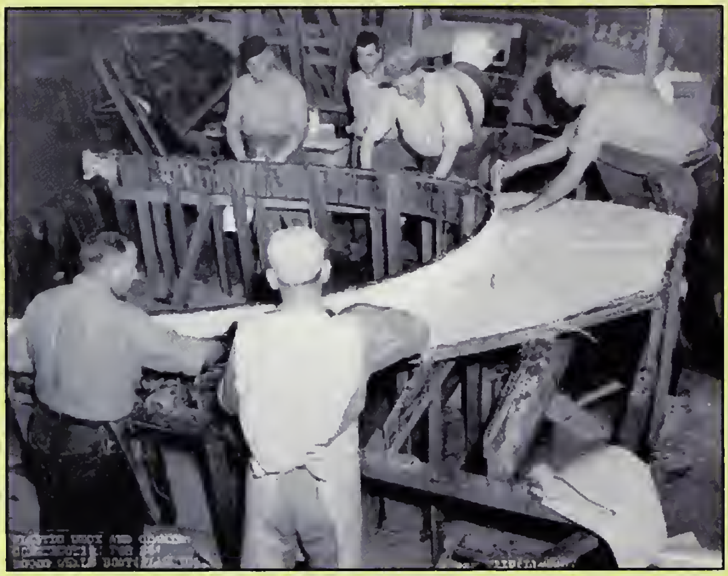
Shipyard Trades: A Gallery

THE VAST MAJORITY of shipyard workers belonged to one of the numerous skilled trades which were required to build and maintain ships. Most of these "mechanics" learned their trade on the job as helpers or apprentices. The Navy Yard instituted its first appenticeship program in 1817.

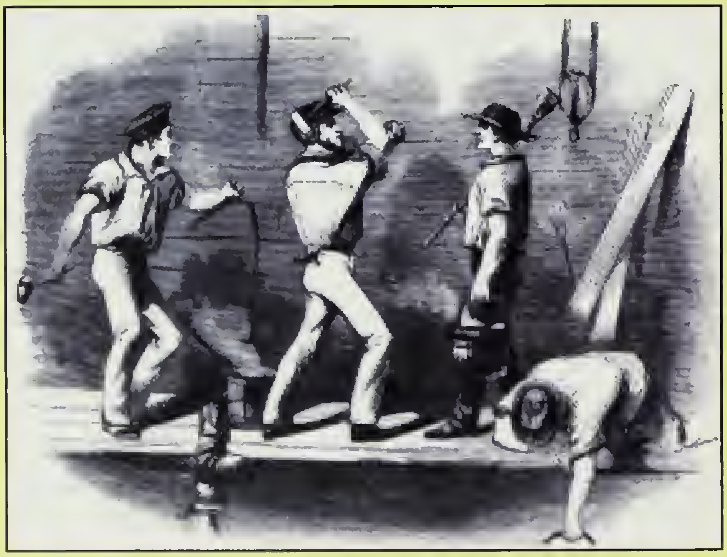
Shipyard trades evolved through the years, becoming more specialized as ships changed from wood and sail to steel and steam. Among the classifications of yard employees in the 19th century were shipwrights (carpenters, sawyers, joiners, sparmakers, boatbuilders), painters, sailmakers, blacksmiths, caulkers, riggers, coopers, ropemakers, machinists, plumbers, and coppersmiths.

As ships became more complex in the late 19th and 20th centuries, many of these trades evolved to meet new needs and were augmented with new classes of workers such as boilermakers, pipefitters, shipfitters (including riveters, drillers, welders, and sheetmetal workers), foundrymen, forgers, patternmakers, electricians, and electronics technicians.

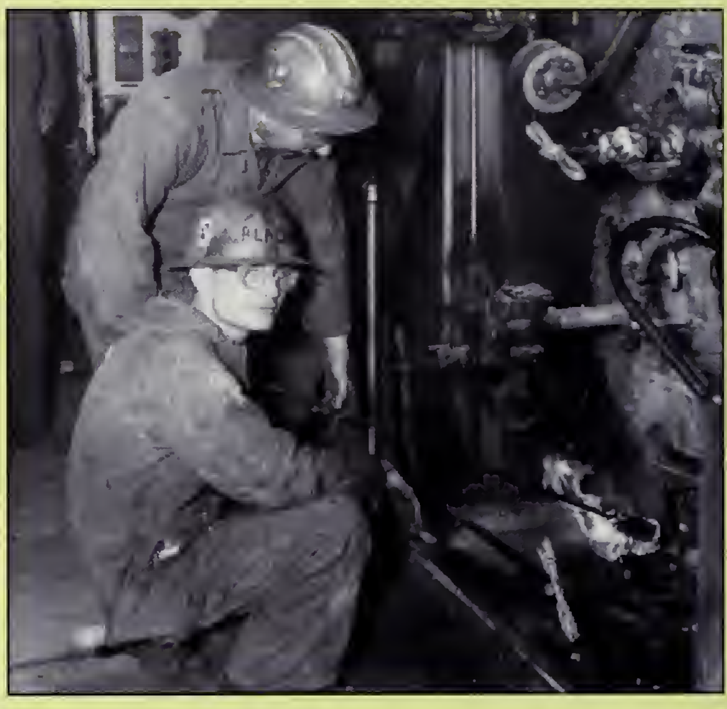
This gallery presents a selection of images of trades employed in the shipyard, covering both 19th and 20th centuries. Due to the nature of government employment, some of the men shown in group photographs may have borne different job titles.



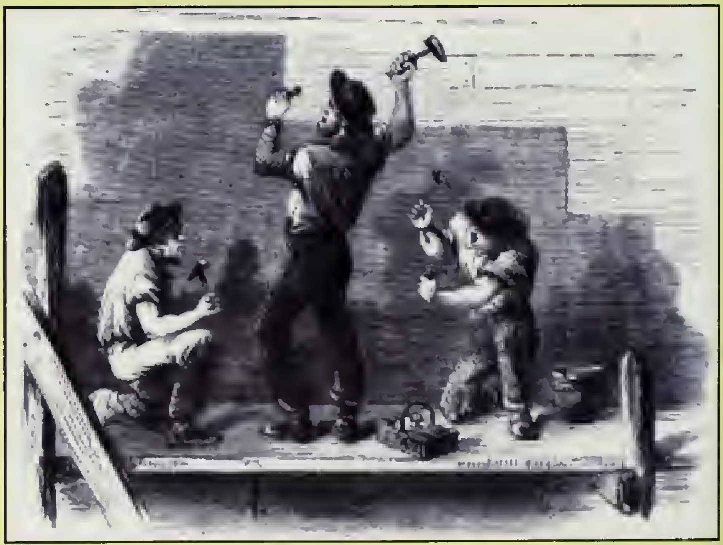
BOATBUILDER — The boatbuilder classification covered tasks involved in the construction of small boats. Here workers apply plastic (fiberglass) to a section of a 26-ft. motor whaleboat under construction in May 1957. *BOSTS-7745*



CAULKER — Caulkers performed an important task during the age of wooden ships in sealing joints to make them waterproof. This illustration appeared in *Harper's New Monthly Magazine* in 1862. *Mystic Seaport*



BOILERMAKER — Boilermakers dealt with the main propulsion systems of steamships. Here, Boilermaker Philip A. Ruggiero holds the torch to "light off" the boilers on USS *Decatur* (DDG-31) in Jan. 1967. In the foreground is Helper Boilermaker Richard E. Black. *BOSTS-10914*



COPPERSMITH — Coppersmiths in the 19th century, in addition to making articles of copper for use onboard ships, performed the vital task of covering the underwater hull of vessels with copper sheets. *Mystic Seaport*

Shipyard Trades: A Gallery

NAVY YARD BOSTO

DRIVER — The driver, sometimes called a teamster, was an important cog in the operation of the yard, responsible for moving materiél throughout the facility. Drivers such as William Costello, seen here with his team on May 30, 1917, were the predecessors of the truck drivers and equipment operators of the mechanized yard of the later 20th century. *BOSTS-9135*

ELECTRONICS TECHNICIAN — Beginning in World War II, ships began to be equipped with increasingly complex electronics systems such as radar and sonar. These systems required sophisticated testing equipment such as that being operated by Electronics Technician George R. Acquaviva during the mid-1960s. *BOSTS-16131*

ELECTRICIAN — Electricians dealt with wiring and electrical components both on ships and within the yard. This 1964 image shows Electrician David A. Rose, who later became Facilities Manager for Boston National Historical Park, posing for a *Boston Globe* photographer on one of the yard's piers. *BNHP*

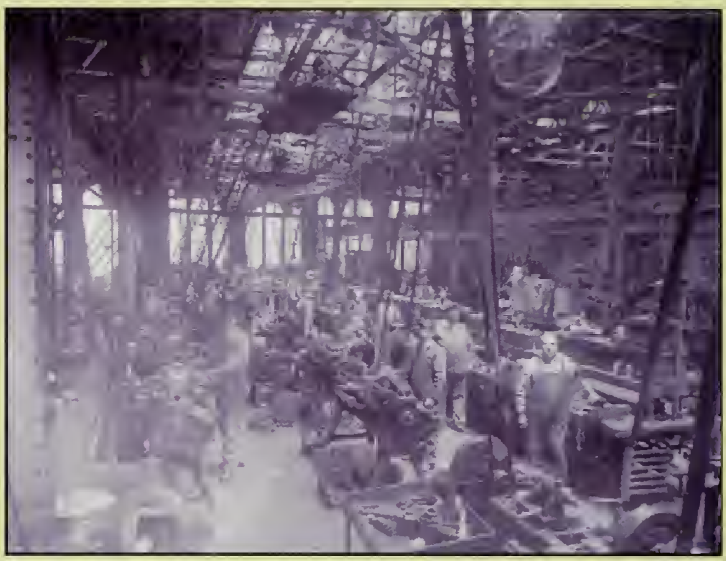
FORGER — While electricians and electronics technicians joined the yard workforce in response to technological advances, other trades merely evolved from simpler to more complex activities. The forger was the direct descendent of the early blacksmiths. Here Forger John J. Miller is about to place a socket member on the stem of a section of 4.75-in. die-lock chain. *BOSTS-9672*

FOUNDRYMAN — Foundrymen John O'Brien and Doug Ginsberg pour molten aluminum into a mold for 2.5-in. chain. *BOSTS-9450*

Shipyard Trades: A Gallery

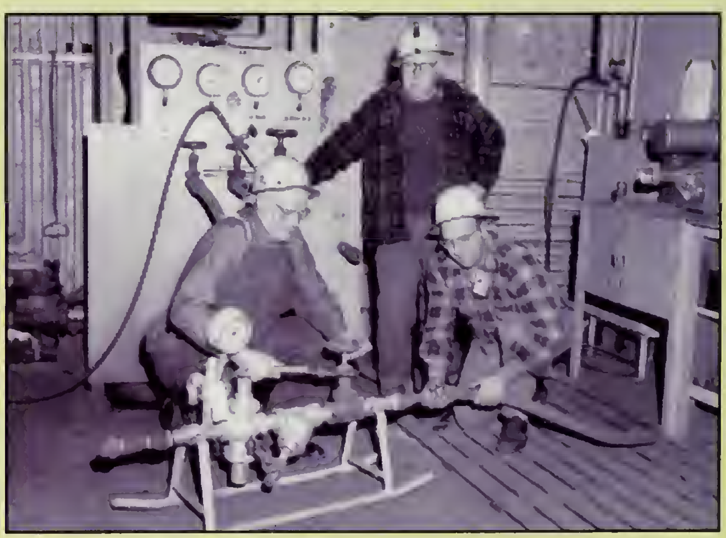
JOINER — The joiner was a specialist carpenter who manufactured finished woodwork, including furniture, for ships. Here Quarterman Joiner George W. Burroughs (center, in dark hat) poses with a group of joiners in the Joiners Shop (Building 36) in Dec. 1897.
Burroughs Collection, Bostonian Society

PAINTER — Shipyard painters often worked under difficult conditions. On Dec. 16, 1970, a painter sprays the hull of USS *Little Rock* (CLG-4) in Dry Dock 3 from scaffolding supported by a forklift. *BOSTS-11814*



MACHINIST — Machinists fabricated numerous components for ships using a variety of machines such as lathes, drills, and presses. This June 13, 1913, view of the Machine Shop (Building 42) shows the numerous belts which ran the machines from overhead shafts prior to the introduction of individual electric motors for each machine. *BOSTS-9433*

PATTERNMAKER — Patternmakers formed the wooden patterns from which molds were made for casting items in the Foundry. *BOSTS-7755*



PIPEFITTER — Like electricians, pipefitters worked on both ships and yard maintenance. Here Foreman (Leadingman) Pipefitter Marshall G. Soderblum watches Pipefitters Lawrence L. Ferranti and James F. Erricolo adjust a steam pressure valve in Dec. 1967. *BOSTS-7736*

Shipyard Trades: A Gallery

RIGGER — One of the oldest shipyard trades was that of rigger, responsible for the miles of rope used on sailing ships. Although used in far smaller quantities in the modern age, rope remains a critical item for naval vessels. Here riggers splice together a piece of nylon rope in Sept. 1970. *BOSTS-9307*

RIGGER — The term "rigger" encompassed more than one occupation. While the term is most often associated with the individuals who fabricate items out of rope, it also applied to men who were involved in the operation of cranes and other heavy lifting equipment. Here Foreman (Leadingman) Rigger Horace Grosshandler (center) supervises Riggers Jacob K. Mulley (left) and John Carr in lifting a 5-ton test weight onto the destroyer USS *Fiske* (DD-842) in Dec. 1967. *BOSTS-7740*

SHEETMETAL WORKER — Over time, technology automated many tasks previously done manually. This June 8, 1967, image shows Sheetmetal Workers Robert W. Benson (left) and Ernest Benedetto demonstrating the yard's new numerically controlled turret-punch press, which saved time by repeatedly and more precisely punching holes into metal plates. *BOSTS-7732*

WELDER — As all-welded hulls replaced riveted hulls, the welder assumed greater importance in the yard. Here a welder works on the construction of USS *Suffolk County* (LST-1173) in early 1956. *BOSTS-14320*

LIGHTSHIP — Lightships were officially designated only by number, but were commonly referred to by the name of their station, painted in large letters on their sides. *Light Vessel No. 4* was a schooner-rigged ship built at the Boston Navy Yard in 1855 (listed in yard records under the name *Brilliant*) and originally assigned to the Bishop & Clerks location in Vineyard Sound. From 1858 to 1916, she served Handkerchief Shoal, after which she became a relief vessel until retired in 1924 and sold. *U.S. Coast Guard*

laydown area (also **laydown space**) — Outside storage areas in a navy yard used for materials, usually for immediate use and close to or on piers in contrast to organized storage areas such as **parks** or **plate fields** which held material in long-term storage.

LCM — *see* **landing craft**

LCS — List of Classified Structures; the official National Park Service listing of all historic structures under its jurisdiction.

lead yard (also **design yard**) — The shipyard responsible for the design and/or construction of the first ship in a particular class or conversion program. The lead yard prepares plans and specifications and distributes them to other shipyards involved with the class or conversion.

lieutenant (LT) — A naval rank equivalent to captain in the Air Force, Army, or Marine Corps.

lieutenant commander (LCDR) — A naval rank equivalent to major in the Air Force, Army, or Marine Corps.

lieutenant junior grade (LTJG) (also **lieutenant (j.g.)**) — A naval rank equivalent of first lieutenant in the Air Force, Army, or Marine Corps; established in 1883 in place of **master**.

lighter — A **barge** or other craft used to move materials or equipment, either self-propelled or moved by tugs. Navy lighters are generally identified by their employment, e.g., **ash lighter (YA)**; **open lighter** (originally **coal barge**) **(YC)**; **ammunition lighter (YE)**; **freight lighter** (later **covered lighter**) **(YF/YFN)**; **garbage lighter (YG/YGN)**; **fuel oil lighter (YO/YON)**.

lightship (AL) — An anchored, manned, floating navigational aid in the form of a ship. All American lightships were operated by the U.S. Coast Guard and its predecessor U.S. Lighthouse Service (originally the U.S. Lighthouse Board) and have been replaced by automated fixed devices.

limited duty officer (LDO) — *see* **line officer**

line — Rope used on board a ship other than the standing rigging or the cable used for securing the anchor.

line officer — A naval officer whose primary training and responsibility is in area of naval operations. There are few restructions on assignments which can be given to line officers, whereas **limited duty officers** (LDO), either line officers or staff officers belonging to one of the Navy's specialized corps (e.g., Civil Engineering Corps; Construction Corps; Chaplains Corps; Medical Corps; Nurse Corps; Supply Corps), are generally restricted to assignments within their area of technical expertise.

locomotive crane — A self-propelled crane operating on standard-gauge railroad tracks.

loft — A term used to denote particular **shops** which generally did not require heavy equipment, probably derived from their location on the upper floor, or loft, of a building. *See also* **mold loft; riggers loft; sail loft**

LSD — Landing Ship, Dock; an amphibious warship containing a large well at the stern which can be ballasted down to allow landing craft to be floated out through a stern gate.

LST — Landing Ship, Tank; a shallow-draft amphibious warship designed to discharge tanks and other vehicles directly onto a beach by means of a ramp lowered through open doors in the ship's bow. Originally designated by the Navy as **tank landing craft (ATL)** but redesignated LST in July 1942 before any were actually built, the LSTs were not assigned names until July 1955, when surviving ships were named for counties. Many LSTs were completed as or converted into **repair ships**.

machine shop — A facility that specializes in the machining of metal components to create their final shape and size by use of machine tools such as lathes, shapers, drill presses, punches, automatic screw machines, etc.

MAST — Although modern naval masts are constructed of metal rather than wood, old traditions continue to be followed. Navy Yard Production Officer Capt. T.T. McGillicuddy places a coin in position during the traditional "stepping the mast" ceremony for the new main mast of USS *Decatur* (DDG-31) on Mar. 30, 1966. *BOSTS-10895*

machinery — The propulsion plant (boilers, engines, generators, motors, propellers, shafts, etc.) of a ship.

MACRIS — Massachusetts Cultural Resource Information System; a database maintained by the Massachusetts Historical Commission (**MHC**) listing historic properties and areas in Massachusetts based on inventories conducted by the MHC and local historical commissions.

magazine — A facility for the storage of ammunition and explosives. Shore-based magazines were usually built of heavy masonry and sometimes insulated with earth, and were often located in remote locations to minimize damage in case of explosion.

Manager — A short form for Manager of the Industrial Department. Established in 1921, the position supervised all non-military functions of the shipyard, while the **Captain of the Yard** supervised the Military Department. The shipyard manager became the shipyard commander in Nov. 1945.

marginal wharf — A wharf which runs parallel to the shore.

Marine — A member of the **U.S. Marine Corps**, an independent military service under the Department of the Navy serving both on land and on sea. In addition to their combat functions, Marines provide security at naval shore establishments and at United States diplomatic missions abroad.

marine railway — A facility built on an incline consisting of a cradle mounted on tracks which can be lowered into the water to permit the docking a ship and then hauled out of the water to allow repairs to the hull.

Massport — Massachusetts Port Authority (MPA); quasi-independent state agency established in 1956 (effective Feb. 1959) responsible for managing and developing the port of Boston, including Logan International Airport; successor to the Mystic River Bridge Authority and the Port of Boston Commission.

mast — (1) A tall, heavy, wooden installed upright on a sailing ship to primarily support its rigging and sails or a tubular steel or aluminum post installed upright on a steel ship to support radio antennas, signal flags, radar, and other equipment. Installation of a mast was often a ceremonial occasion called "**stepping the mast**" where coins were placed under the bottom of the mast to ensure good luck. (2) A flagpole or radio antenna.

master — (1) A naval rank, originally a warrant officer position known as **sailing master**, established in 1862, equivalent to a first lieutenant in the Army or Marine Corps. Changed to **lieutenant junior grade** in 1883. (2) The title of the **captain** of a merchant vessel or a civilian-manned vessel of the Military Sealift Command (**MSC**). (3) The title of the senior civilian worker within a particular **shop** in a shipyard. Also known as **master mechanic**.

master commandant — A naval rank directly below captain. Changed in 1838 to **commander**.

MEPA — Massachusetts Environmental Policy Act; the state equivalent of **NEPA**.

mess — A group of people eating together on a ship. The space where this occurs is generally identified by the name of the group (e.g., CPO's mess; crew's mess). The officer's mess is more commonly known as the **wardroom**.

MASTER — This group photograph showing Navy Yard shop masters shortly after World War I is one of the few such images available where all individuals are identified. Front row (left to right): James Connerton, Foreman Ordnance; Samuel Irwin, Master Machinist (Outside); Hugh Doherty, Chief Progressman; William Campbell, Master Shipfitter; Edwin R. Thayer, Master Machinist (Inside); Max M. Goldman, Master Laborer and Rigger; Frederick A. Dodge, Master Painter; Ralph P. Kneeland, Master Mechanic (Power Plant). Middle row (left to right): William McCarthy, Master Coppersmith; Martin Turnbull, Master Ropemaker; William C. Nicholls, Master Boatbuilder; Charles Wettergreen, Quarterman Machinist (Inside); Charles E. Schofield, Master Shipfitter; James Oakes, Foreman Laborer (Supply); Neil McDonald, Quarterman Joiner; Albert M. Leahy, Master Mechanic (Forge Shop); James W. Cullinane, Master Sailmaker. Back row (left to right): William McCarthy, Foreman Ropemaker; Robert C. McKeown, Master Molder; George W. Burroughs, Master Joiner; William A. Bates, Master Patternmaker; Frederick T. Baker, Foreman Transportation; John Kearns, Quarterman Machinist (Outside); Thomas P. Brennan, Foreman Laborer (Public Works); Wilbur C. Otis, Master Machanic (Public Works); James Reid, Master Mechanic (Forge Shop). *BOSTS-13352*

mess hall — A facility at a **barracks** or other shore facility used for feeding military personnel. Also known as a **dining hall**. Facilities within shore establishments for civilian workers are generally known as **cafeterias**.

MGH — Massachusetts General Hospital

MHC — Massachusetts Historical Commission; a state agency, under the jurisdiction of the Secretary of the Commonwealth (Secretary of State), responsible for state historic preservation activities. The executive director of the MHC

MESS HALL — The mess hall of Frazier Barracks (Building 33) is seen here in June 1958. *BOSTS-15718* serves as the Massachusetts **SHPO**.

MHD — Massachusetts Highway Department; also known as **Mass Highways**.

midshipman — (1) Prior to 1845, a warrant officer training for promotion to **lieutenant** through service at sea. (2) After 1845, a student at the U.S. Naval Academy. Academy graduates were known as **passed midshipmen** until the rank of **ensign** was created for them in 1862.

Military Department — Established in a 1921 administrative reorganization of navy yards, the Military Department, headed by the **Captain of the Yard**, oversaw non-industrial activities including the Receiving Ship, the Marine detachment, inactive ships, and yard security.

mine — A weapon consisting of a casing holding an explosive charge generally detonated upon contact with the hull of a vessel. Mines could float either on or below the surface of the water. Originally known as a **torpedo**.

minecraft — A generic designation for both mine warfare ships and small craft employed in minelaying or minesweeping.

minelayer (ACM/CM/CMc/MMA/MMC/MMF) — A warship designed to disperse floating mines at sea.

minesweeper (AM/AMb/AMc/AMCU/AMS/MHC/MSC/MSF/MSO) — A warship designed to search out and destroy floating mines at sea before they could damage other ships. Many minesweepers were converted from commercial fishing trawlers or tugs.

MIP — *see* **BMIP**

mitigation — Measures taken to lessen the intensity of **adverse effects** on historic properties. Mitigation may include, among other alternatives, modification of a proposal to avoid the impacts, archeological data recovery, HABS/HAER surveys, or development guidelines and preservation restrictions.

MMT — Massport Marine Terminal; area of **BMIP** including North Jetty and filled land between West Jetty and Pier 4 leased by EDIC to Massport; sometimes known as **"Subaru Pier."**

MOA — Memorandum of agreement; a document prepared under **Section 106** that records the terms and conditions agreed upon to resolve or in mitigation of the **adverse effects** of an undertaking upon historic properties. A MOA is usually negotiated and signed by the federal agency involved, the **SHPO**, other interested parties, and, if necessary, the **ACHP**.

mold — (1) The form into which molten metal is poured during the casting process in a **foundry**. Molds are made using **patterns** from a variety of material including sand, brick, etc. (2) The template or form used for the layout of the structural members of a ship, drawn full-size in a **mold loft**.

mold loft (originally **mould loft**) — The location where templates and forms are laid out and constructed to the exact shapes and dimensions which the finished timber or fabricated metal pieces for a ship must assume in the final work.

monitor (BM) — An ironclad or steel warship featuring an extremely low freeboard hull and a main armament consisting of one or more guns in armored, rotating turrets. The name derived from the first such vessel, USS *Monitor*, completed in 1862.

MOLD LOFT — The yard's final Mold Loft was on the upper level of the east extension of Building 104. In this photograph taken in late Dec. 1954 or early Jan. 1955, workers are laying out faring lines for hull sections of USS *Suffolk County* (LST-1173). *BOSTS-14317*

moor — To secure a ship alongside a pier or wharf or at an anchorage in open water.

mooring — (1) *n.* The arrangement of anchors, cables, etc., to secure a ship to a pier or at an anchorage. (2) *v.* The act of securing a ship to a wharf, pier, or dolphin or at an anchorage.

"mothball fleet" — *see* **reserve fleet**.

motor vessel (MV; sometimes **M/V)** — A ship propelled by an internal-combustion engine.

MSC — Military Sealift Command (until 1970, **Military Sea Transportation Service [MSTS]**); organization within the Navy established in 1948 responsible for the transportation of materiel and personnel by sea for the Department of Defense and for the operation of fleet auxiliaries and special mission ships for the Navy. Ships under MSC control are civilian manned and use the prefix "T-" before their hull numbers and **USNS** in front of their names.

MSTS — *see* **MSC**

muster house — A facility where workmen were mustered, or gathered, at the beginning of a work day to receive their assignments and at the end of the day to be paid.

naming ceremony — *see* **christening**

National Register — National Register of Historic Places. Established by the National Historic Preservation Act (**NHPA**) of 1966, the National Register of Historic Places is the official listing maintained by the National Park Service of the nation's historic and cultural resources, whether of local, state, or national significance.

Naval Agent (also **Navy Agent**) — A civilian presidential appointee assigned to a particular city who was responsible for all naval procurement activity in the area in the period prior to the Civil War. The position was abolished in July 1865.

Naval Air Station (NAS) — A naval station equipped with ramps, runways, hangers, and other facilities for the support of naval aircraft or seaplanes. In naval usage, the term precedes the geographic location (e.g., NAS South Weymouth).

Naval Ammunition Depot (NAD) — A naval base housing **magazines** and workshops for the storage and manufacture of munitions and a pier to permit the transfer of ammunition to ships, usually extending over a large geographic area for safety. The terminology was adopted in Dec. 1916 to replace **Naval Magazine**. In naval usage, the term precedes the geographic location (e.g., NAD Hingham).

Naval Base (NavBase) — (1) *l.c.* A government-owned and operated facility that supports the operations of a naval unit or activity. (2) *u.c.* After Nov. 1945, an administrative organization that provides administrative support for various facilities including hospitals, shipyards, stations, etc., within a particular geographic area under the cognizance of the commandant of a naval district. For example, the following major activities were under Commander, Naval Base Boston: Marine Barracks Boston; Boston Naval Shipyard; Naval Air Station South Weymouth; Naval Hospital Boston, Chelsea; Naval Station Boston; SUPSHIPS Boston; SUPSHIPS Quincy.

Naval Constructor — The Naval Constructor was a civilian who oversaw the construction and repair of ships in navy yards. In 1863 the position became a uniformed one. They were **limited duty officers** in the Construction Corps until 1940, when they became **line officers** restricted to engineering duty only (EDO). Before the establishment of the permanent position of **Civil Engineer**, the Naval Constructor also supervised public works projects in the yards.

Naval District (NavDist) — An administrative organization within the Navy established in 1903 responsible for all naval shore establishments in a particular geographic area, designated by numbers. For example, the Nov. 1, 1970, edition of *Catalog of Naval Shore Activities* (OPNAV P09B3-105) lists the following major activities under Commandant, First Naval District: Naval Base Boston; Naval Base Newport; Naval Air Station Brunswick; Portsmouth Naval Shipyard. *See also* **1ND**; **COMONE**

Naval Hospital (NavHosp) — A hospital for the treatment of naval personnel and their dependents, staffed by personnel from the Navy Medical Corps and Nurse Corps.

Naval Magazine — *see* **Naval Ammunition Depot**

Naval Shipyard (NSY; also NavShipYd) — *see* **Navy Yard**

Naval Station (NavSta) — A naval base with support capability to include refuelling and resupply or warships on operational missions, but with limited facilities to conduct major repairs or refits.

NAVFAC — Naval Facilities Engineering Command; established in 1966 as the successor to the **Bureau of Yards & Docks** (BuDocks). Responsible for all Navy **public works**.

NAVSEA — Naval Sea Systems Command; established in 1974 through the merger of the **Naval Ordnance Systems Command** (NAVORD) and the **Naval Ships Systems Command** (NAVSHIP). Responsible for design, procurement, and maintenance of all naval ships and ordnance, other than aircraft.

Navy Building — The **Fargo Building** on Summer Street in South Boston which served as headquarters for the First Naval District. The building today is owned by the Army and known as the **Barnes Building**.

Navy Yard (NY; also NYd; sometimes shown as **Navy-Yard**) — A government-owned shipyard established for the construction, conversion, outfitting, overhaul, refit, and/or repair of naval vessels. After Nov. 1945, termed "**naval shipyard**." Most yards were officially referred to as "U.S. Navy Yard" followed by the location, either the larger city they were associated with or the name of the actual community in which they were located (e.g., U.S. Navy Yard, New York, or U.S. Navy Yard, Brooklyn). Informally, the locational name preceded the term, e.g., Charlestown Navy Yard. *See also* **NY2**

NEPA — National Environmental Policy Act of 1969; federal law that established the Environmental Protection Agency (EPA) and set forth requirements for prior review of the environmental impact of federal projects.

net laying ship/net tender (AN/YN) — A naval auxiliary designed to lay and maintain anti-submarine nets across the entrances to harbors, bases, etc.

new area study — A formal planning study on the desirability and feasibility of adding a particular **historic site**, natural area, or recreation area to the National Park System.

New Development Area (NDA) — That portion of the Boston Naval Shipyard sold to the BRA with minimal historic preservation restrictions, generally encompassing that portion of the yard east of 8th St. and south of First Ave., and including Piers 5 through 11.

NHL — National Historic Landmark; a property designated by the Secretary of the Interior under the Historic Sites Act of 1935 as having exceptional national historic significance. NHLs are automatically listed on the **National Register**.

NHPA — National Historic Preservation Act of 1966; federal law which established the Advisory Council on Historic Preservation (**ACHP**) and the **National Register**. **Section 106** provided for the review of the effect of federal undertakings on historic resources, while **Section 110** directed federal agencies to identify historic resources under their jurisdiction.

no adverse effect — A determination under **Section 106** that an action does not alter the characteristics that qualify a property for inclusion in the **National Register** in a manner that would diminish the integrity of the property.

North Station Industrial Building — *see* **150 Causeway Street**

NPS — National Park Service

NVR — Naval Vessel Register; the official list of the vessels of the U.S. Navy. *See also* **stricken**

NY2 — Navy file code for Boston Navy Yard (Boston Naval Shipyard); often seen as prefix to photograph negative numbers. Files codes as shown in 1941 edition of the *Navy Filing Manual*, with Navy abbreviations for the yards in parentheses:

NY1	Portsmouth, N. H. (NYPort)
NY2	Boston, Mass. (NYBos)
NY2-1	South Boston, Mass.
NY3	New York, N. Y. (NYNyk)
NY4	Philadelphia, Pa. (NYPhil)
NY5	Washington, D. C. (NYWash)
NY6	Norfolk (Portsmouth), Va. (NYNor)
NY7	Charleston, S.C. (NYCharl)
NY8	Puget Sound, Bremerton, Wash. (NYPS)
NY9	Mare Island, Calif. (NYMI)
NY9-1	Hunters Point, Calif.
NY10	Pearl Harbor, T. H. (NYPH)
NY11	Cavite, P. I.

PARADE GROUND, MARINES — Marines march on the Marine Barracks Parade Ground on June 27, 1973. *BOSTS-7637*

oceanographic research ship (AGOR) — A naval auxiliary which performs oceanographic research. Many oceanographic research ships owned by the Navy are leased to private research institutions for operation, both in support of Navy missions and to carry out their own research programs.

oiler (AO) — A naval auxiliary carrying fuel oil, equivalent to a merchant **tanker**. Originally known as **fuel ship**. Many naval oilers have the capability of providing underway replenishment (**UNREP**) of the fuel oil supply on other naval vessels. In 1978, oilers used primarily for point-to-point carriage of petroleum products were reclassified as **transport oilers (AOT)**.

OPNAV — Naval abbreviation for the Office of the Chief of Naval Operations.

ordinary (more properly, **in ordinary**) — A warship which is out of commission and preserved for future reactivation. In the 20th century, the term was replaced by **in reserve**.

ordnance — A collective term for guns, mines, bombs, torpedoes, guided missiles, etc.

out of commission — A warship or naval-manned auxiliary undergoing **conversion** or in a **reserve fleet**.

out of service — A civilian-manned naval auxiliary or a service craft in a **reserve fleet**.

outfitting — *see* **fitting out**

overhaul — The process of inspecting, cleaning, adjusting, and repairing a ship and her equipment following a deployment. An overhaul is generally the least extensive **availability**, but the term is often applied to a **refit** as well.

parade ground — The area of a military installation intended for the gathering and parading of personnel. Usually, but not always, grass-covered, and often the location of the installation's flagpole.

park — (1) In military usage, an area where military vehicles, ordnance, and other equipment is stored and serviced. They were often identified by the type of materiel stored, such as Anchor Park, Gun Park, and Shot Park. (2) Any unit of the National Park System, irregardless of its formal designation.

passed midshipmen — A **midshipman** who had passed his examination for **lieutenant** but for whom no vacancy existed. Replaced in 1862 by the rank of **ensign**.

pattern — A full-scale model, usually made of wood, used by a **foundry** to make a **mold** for the casting of metal components.

pier — A wharf which projects into a harbor, with water and accommodations for berthing vessels on two or more sides of it. *See also* **finger pier**

piling — A wood, metal, or concrete pole driven into the bottom of a body of water used to support a pier. Pilings along the edge of a pier, known as **fender piles**, serve to protect the main body of a pier from damage by vessels.

pitch house (originally **pitch-house**) — A facility for the heating of pitch for use as caulking for wooden ships.

plate field (also **plate yard**) — The area of a navy yard used for the outdoor storage of steel plates.

PMIS — Project Management Information System; a National Park Service database used for the authorization and tracking of development, construction, and other programs and projects not funded out of the appropriations for the regular operation of the NPS (ONPS).

PNF — Project Notification Form; a document required under **MEPA** and used to determine whether or not a proposed project requires an **EIR/EIS** or other special permits.

PNS/PNSY — Portsmouth Naval Shipyard

pontoon — (1) A watertight structure (box, barrel, etc.) used to float something, often used in salvage work (e.g., **salvage pontoon (YSP)**). (2) The barge on which a floating crane is mounted.

portal crane — A self-propelled crane mounted on a gantry framework, traveling on wide-gauge tracks, usually along the edges of docks, to facilitate the movement and lifting of heavy components and equipment. Low portal cranes have a gantry that does not permit passage under them, while high portals allow them to pass over low buildings and for vehicles to pass under them. Sometimes referred to as a **gantry crane**.

powerhouse (originally **power house**) — A facility containing equipment for the generation of electricity and/or steam for distribution to other buildings throughout an industrial facility. *See also* **boilerhouse; engine house**

preservation — A treatment for historic properties defined in the **Secretary's Standards** as the act or process of applying measures necessary to sustain the existing form, integrity, and materials of an historic property.

Production Division — The division within a naval shipyard responsible for ship construction and repair, as well as manu-

PONTOON — The Navy used pontoons for salvage work. Four of the six salvage pontoons used to recover the sunken submarine USS *S-4* (SS-109) are seen forward of the conning tower as the boat is maneuvered into Dry Dock 2 on Mar. 19, 1928. *BOSTS-14138*

RADAR — Modern warships carry a large variety of radar antennas on their masts. This photograph, taken on Oct. 1, 1958, at the East Jetty of the South Boston Annex, shows the equipment mounted on the main mast and stack of USS *Cassin Young* (DD-793). *BOSTC-1589*

facturing activities. Incorporated the functions formerly assigned to the yard's equivalents of the **Bureau of Construction & Repair**, **Bureau of Engineering**, and **Bureau of Equipment**.

propeller (also **propellor**) — A device for moving a ship through the water consisting of radiating blades mounted on a rotating shaft, located underwater at the stern of a vessel. Also known as a **screw**.

public works — (1) *l.c.* The construction of buildings, piers, roads, utility lines, etc., by a government agency either for its own use or for public benefit. (2) *u.c.* The department within a naval facility charged with the construction and maintenance of its physical plant. The successor to Yards & Docks, Public Works was headed by the **Public Works Officer** (formerly the **Civil Engineer**) and included such shops as Transportation and Power Plant.

Public Works Officer — *see* **Civil Engineer**

pumphouse (originally **pump-house**) — A building containing pumps used to empty or flood dry docks; fill and empty storage tanks; circulate water; or support firefighting services within a shipyard.

PWO — Public Works Office; Public Works Officer

quarters — Residential units for officers and senior enlisted personnel. Quarters could be family quarters or bachelor quarters. Bachelor quarters are divided between Bachelor Enlisted Quarters (**BEQ**) and Bachelor Officers Quarters (**BOQ**). Individual quarters on a naval facility are traditionally designated by letters (e.g., **Quarters A**).

quay (pronounced "key") — A solid wharf or structure built of stone along the edge of a harbor used for loading and offloading of cargo, and embarkation and disembarkation of passengers.

radar — (1) Radio detecting and ranging; a device for determining the presence and location of an object by measuring the time for the echo of a radio wave to return from it and the direction from which it returns. (2) The antennas and other equipment used in radar, often mounted on a ship's mast.

radar picket ship (AGR/YAGR) — A naval auxiliary equipped with radar intended to remain on stations in the North Atlantic and Northern Pacific to provide early warning of possible Soviet air attack on North America. Introduced in the late 1950s, the **radar picket ship** was the successor to specially-converted **radar picket destroyers (DDR)** and **radar picket escorts (DER)**. All such ships were withdrawn in the mid-1960s as other early warning systems came into operation.

rating — The designation of an occupational specialty of Navy enlisted personnel, generally indicated by a letter code (e.g., **BM, boatswain's mate**; **PhM, pharmacist's mate**; **YN, yeoman**) used in place of generic petty officer (**PO**) designations.

razee — (1) *n.* A wooden sailing warship reduced one class by removal of the ship's upper gun deck, particularly a **ship-of-the-line** cut down to a **frigate**, but also used for frigates cut down to **corvettes (sloops-of-war)**. (2) *v.* The process of cutting down a warship to a **razee**.

reactivation — The process of preparing a ship in a **reserve fleet** for active service. Reactivation can be relatively simple (involving removal of dehumidification systems amd other protective coatings and coverings, as well as outfitting) or include a significant **refit** or **conversion**.

rear admiral (RADM) (originally **rear-admiral**) — *see* **admiral**

Receiving Ship — (1) A warship, usually outdated technologically but structurally sound, moored at a naval base or yard and equipped as barracks and classrooms for either new recruits or sailors between shipboard assignments. (2) A land-based facility serving the same purpose as a receiving ship. More commonly known as a **Receiving Station** from World War II onwards.

Receiving Station — *see* **Receiving Ship**

reconstruction — A treatment for historic properties defined in the **Secretary's Standards** as the act or process of depicting, by means of new construction, the form, features, and detailing of a non-surviving site, landscape, building, structure, or object for the purpose of replicating its appearance at a specific period of time and in its historic location.

refit — The process of modernizing a ship to bring the ship up to more current standards of performance. A refit is usually less extensive than a **conversion** and does not involve major changes in mission or weaponry.

rehabilitation — A treatment for historic properties defined in the **Secretary's Standards** as the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values. When the new use is different from the historic use, rehabilitation is often described as **adaptive reuse** (or **adaptive use**).

repair — The process of correcting defects in a ship, whether caused by normal wear-and-tear or damage from the perils of the sea or enemy action. *See also* **overhaul**

repair and berthing barge (YRB/YRBM) — *see* **barracks**

repair barge — *see* **floating workshop**

repair ship (AR) — A naval auxiliary equipped with shop facilities to perform maintenance and repair work on naval vessels at sea or at remote bases. Several specialized types of repair ships (**ARB/ARL/ARV/ARVA/ARVE**) were developed during World War II, many of which were based on or converted from an LST hull. *See also* **tender**

replacement in kind — The replacement of deteriorated features of a historic structure with new ones which match the existing in material and appearance.

research vessel (**RV**; sometimes **R/V**) — A ship whose primary function is hydrographic or oceanographic research.

reserve fleet — A group of warships or auxiliaries which are out of commission and preserved for future reactivation. Informally known as **"mothball fleets,"** reserve fleets were initially formal units in the Navy, with assigned naval personnel (e.g., 16th Fleet), but more recently have been designed **Naval Inactive Ship Maintenance Facilities** (NISMF) operated under civilian management.

restoration — A treatment for historic properties defined in the **Secretary's Standards** as the act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time by means of the removal of features from other periods in its history and reconstruction of missing features from the restoration period.

rigger — (1) A person who manufactures, installs, and maintains the **rigging** of a ship. (2) A person who specializes in the moving of heavy material utilizing hoists, cranes and other machinery.

Sawmill — Even in the age of steel ships, the Navy Yard needed a large sawmill to support its operations, in particular the manufacture of small boats. This Oct. 1949 view shows the ripsaw located in the sawmill wing of Building 114. *BOSTS-9836*

Sail Loft, Yard — The Navy Yard's Sail Loft in Building 33 is seen in this photograph taken around August 1917. Note the suspended **yards** which allowed sails to be hung. *BOSTS-9333*

riggers loft (also **rigging loft**) — A facility specializing in the manufacture of rigging for ships.

rigging — Collective term for all the stays, shrouds, halyards, and lines that support a vessel's mast and booms and operate its movable parts. **Standing rigging** is fixed, while **running rigging** operates sails, booms, etc.

RON — Naval abbreviation for **squadron**, usually used in conjunction with the abbreviation of the type of ships assigned to it (e.g., DESRON, Destroyer Squadron). *See also* **squadron**

ropewalk (originally **rope walk** or **rope-walk**) — A long, narrow path or alley where ropes are made. Originally, most ropewalks were simply covered with a roof, but were later enclosed in buildings that mirrored their long, narrow nature.

roundhouse — A building containing tracks, with pits, and other equipment for the storage and maintenance of railroad locomotives and locomotive cranes. The term derives from standard railroad terminology without regard to the actual shape of the building.

sail loft — A facility specializing in the manufacture of sails for ships. The sail loft also manufactured other articles made from canvas, as well as flags.

sailing master — *see* **master**

saluting battery — *see* **battery**

salvage ship (**ARS**) — A naval auxiliary carrying cranes and other equipment for the salvage of sunken vessels and aircraft.

sawmill (originally **saw mill; saw-mill**) — A facility using mechanically-powered saws, planers, etc., to cut and form large timbers, planks, etc.

SBA — South Boston Annex

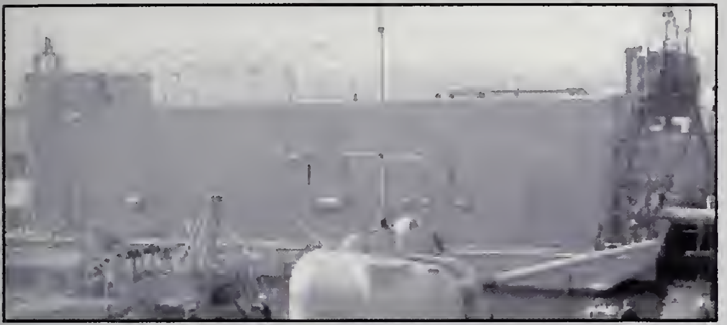
SCB — Ship Characteristics Board; an organization within the Navy Department created at the end of World War II to establish the characteristics for both new naval vessels and conversions of older ships. Until 1965, all designs were numbered in a single sequence; beginning in FY 1965, design numbers were grouped by general types (e.g., SCB-200 series, which included destroyers and escort ships).

schooner — A sailing ship with two or more masts, all of which are fore-and-aft rigged.

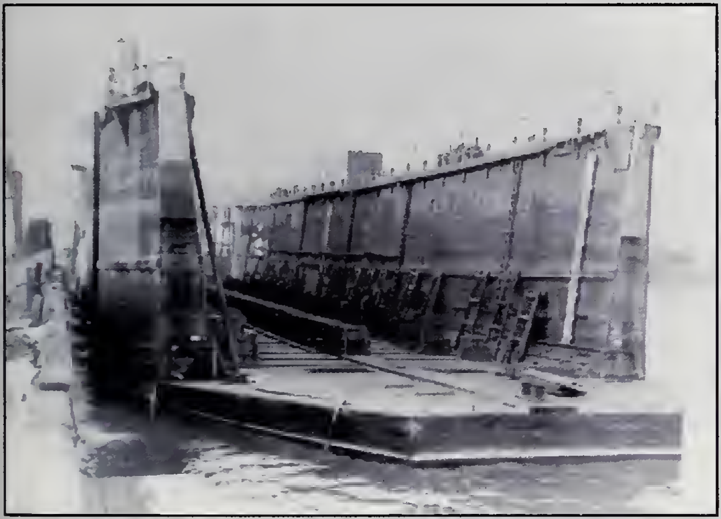
Service Craft: A Gallery

SERVICE CRAFT perform a wide variety of duties at navy bases. With the exception of tugs, most service craft, also known as district craft or yard craft, are simply known by their serial number. Many such vessels have had extremely long lives. For example, the oldest active service craft on the Naval Vessel Register as of mid-2008 is *YC-306*, completed in 1915.

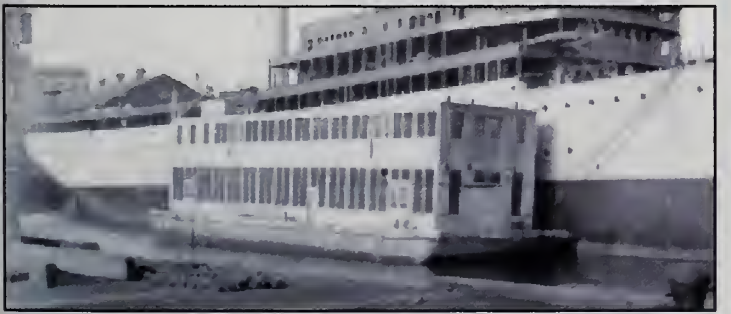
This gallery illustrates several of the major types of service craft which served the Charlestown Navy Yard through the years.



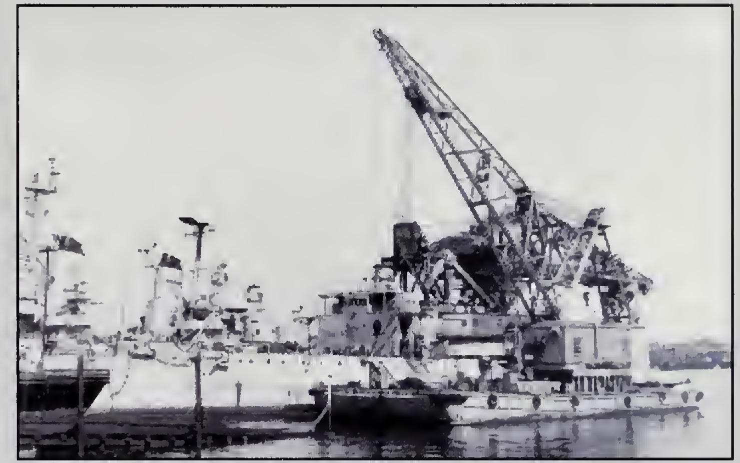
BERTHING BARGE — Berthing barges provided living space for sailors in shipyards while their vessels were undergoing repairs. This view shows Repair, Berthing, and Messing Barge *YRBM-26* on Oct. 31, 1970, three weeks after delivery to the Navy from her builder, Marinette Marine of Marinette, Wisc. The Boston Naval Shipyard served as the facility for the delivery of naval vessels and craft built on the Great Lakes as well as along the northern New England coast. *BOSTS-10868*



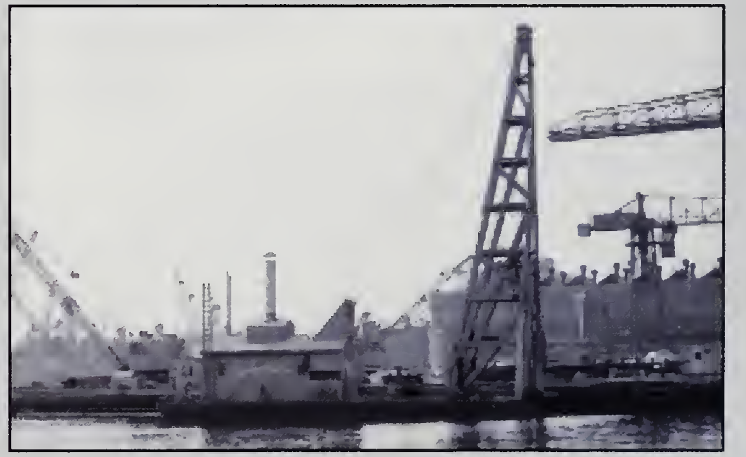
FLOATING DRY DOCK (YFD) — Floating dry docks provided the ability to service ships in locations where permanent dry docks were unavailable. During World War II, the Navy acquired numerous wooden dry docks such as *YFD-24*. Capable of lifting ships up to destroyers in size, this was one of two floating docks assigned to the South Boston Annex to free up the facility's permanent docks for larger vessels. *BOSTS-14960*



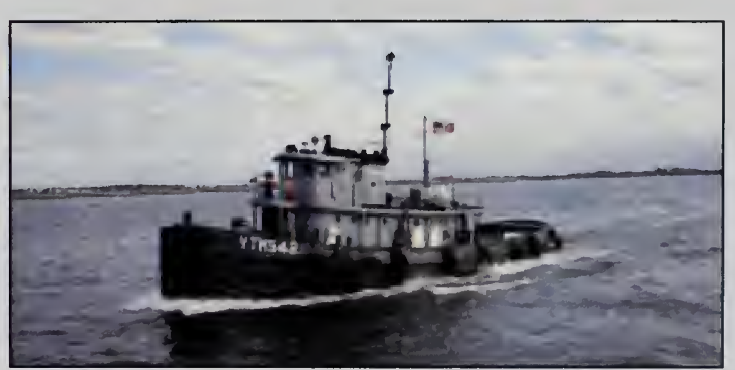
FLOATING WORKSHOP (YR) — Also known as repair barges, floating workshops supplemented shore-based shops for crews performing work on ships. Here, *YR-15* is seen alongside USS *Whitney* (AD-4) on Nov. 3, 1923. *BOSTS-14686*



CRANE SHIP (AB)/FLOATING CRANE (YD) — *Crane Ship No. 1* (AB-1), converted from the battleship *Kearsarge* (BB-5) in 1920, was one of the best-known service craft assigned to the Navy Yard. She spent several periods at the yard, the last from 1948 until her sale for scrap in 1955. Shortly before her disposal, she is seen berthed with her replacement in the yard's inventory, the newly-delivered *YD-196*. *BOSTS-11624*



FLOATING PILE DRIVER (YPD) — Floating pile drivers were used in the maintenance of the Navy Yard's waterfront facilities. Acquired in 1942, *YPD-24* sits at Pier 8 on Lincoln's Birthday, 1960. *BOSTS-14883*



MEDIUM HARBOR TUG (YTM) — The harbor tug *Chegodega* (YTM-542) is seen on Nov. 10, 1972. Navy harbor tugs, used to maneuver ships into and out of docks and piers, were also equipped with firefighting equipment, as evidenced by the red nozzle forward of the pilot house. *BOSTS-10680*

screw — *see* **propeller**

screw gunboat, etc. — A warship powered by a propeller.

sea trials — The operation of a newly constructed, modernized, or repaired ship in order to determine whether her performance meets contract or specification requirements. *See also* **shakedown cruise**

sea wall — A wooden, masonry, or steel structure intended to define the limits of a shoreline, usually backed by filled earth. Wooden and steel sea walls are sometimes referred to as **sheet piling**, while masonry ones used for docking ships are known as **quays**.

seaplane tender (AV/AVP) — A naval auxiliary which provides facilities for the maintenance and operation of seaplanes at sea. The **small seaplane tender (AVP)** was built on a hull similar to that of contemporary destroyers.

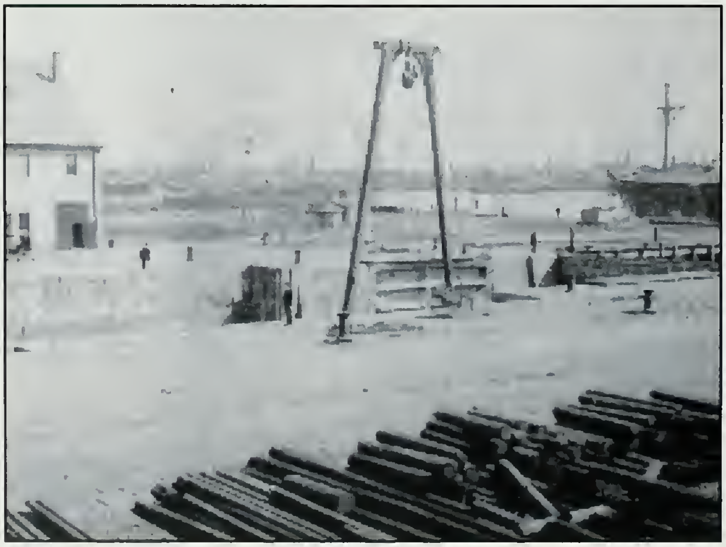
SECNAV — Naval abbreviation for the Secretary of the Navy.

Secretary's Standards — *The Secretary of the Interior's Standards for the Treatment of Historic Properties* (1995); guidelines issued by the Secretary of the Interior under the National Historic Preservation Act (**NHPA**) of 1966 for the treatment of historic properties. The guidelines identify four appropriate treatments: **preservation**, **reconstruction**, **rehabilitation**, and **restoration**.

Section 4(f) — Section 4(f) of the Department of Transportation Act of 1966, which prohibits the use of public parklands for highways unless no feasible and prudent alternatives existed.

Section 106 — Section 106 of the National Historic Preservation Act (**NHPA**) of 1966, which requires that the heads of federal agencies assess the effect of proposed actions (undertakings) on historic properties as part of the planning process. Under the current regulations promulgated by the **ACHP**, projects can be found to have either "**no adverse effect**" or an "**adverse effect**" on historic properties.

Section 110 — Section 110 of the National Historic Preservation Act (**NHPA**) of 1966, which requires that the heads of federal agencies identify historic properties under their jurisdiction and nominate them for inclusion on the **National Register**.



SHEARS — Resembling an A-frame, shears (or shear legs) were used for lifting heavy items using block and tackle prior to the development of mobile **cranes**. This shears was located near the outer end of Dry Dock 1.
Burroughs Collection, Bostonian Society

service craft — Small craft which support activities at a naval facility or advance base, including self-propelled craft such as **tugs**, **net tenders (YN)**; **fuel oil**, **gasoline**, and **water barges (YO/YOG/YW)**; and **seaplane wrecking derricks (YSD)**. The majority of service craft, however, are non-self-propelled **barges** or **lighters**. With the exception of tugs, most service craft have no formal names, being known prior to 1920 by generic designations (e.g., **U.S. Navy Coal Barge No. 104**) and after 1920 by their hull numbers (e.g., **U.S. Navy YC-104**). Also known as **yard craft** or **district craft**.

shakedown cruise — A deployment of a ship primarily to conduct **sea trials** as well as to perform training of her crew in the operation of the ship and her weapons and other systems.

shears (also **sheers**) — More properly, **shear legs**; an apparatus used to lift heavy weights, consisting of two or more spars joined at the top and spread at the base (i.e., an A-frame), the tackle being suspended from the top.

sheet piling — Wood timbers or steel plates driven into the sea bottom to form a wall. Sheet piling can be temporary, to form a **cofferdam**, or permanent in the form of a **sea wall**.

shell house (originally **shell-house**) — A facility for the storage of explosive shells.

ship — (1) Any ocean-going vessel. (2) A **ship-rigged**, three-masted sailing ship.

ship-of-the-line — A ship-rigged sailing warship having guns on three or more decks, intended to form a line with similar ships to combat an enemy fleet sailing on a parallel course.

ship-rigged — A ship with square or rectangular sails mounted on yards on two or more masts perpendicular to the ship's keel. Also known as **square-rigged**.

ship's superintendent — *see* **superintendent**

shipfitter (originally **ship-fitter**)— A person who forms plates, shapes, etc., of ships according to plans, patterns, or molds.

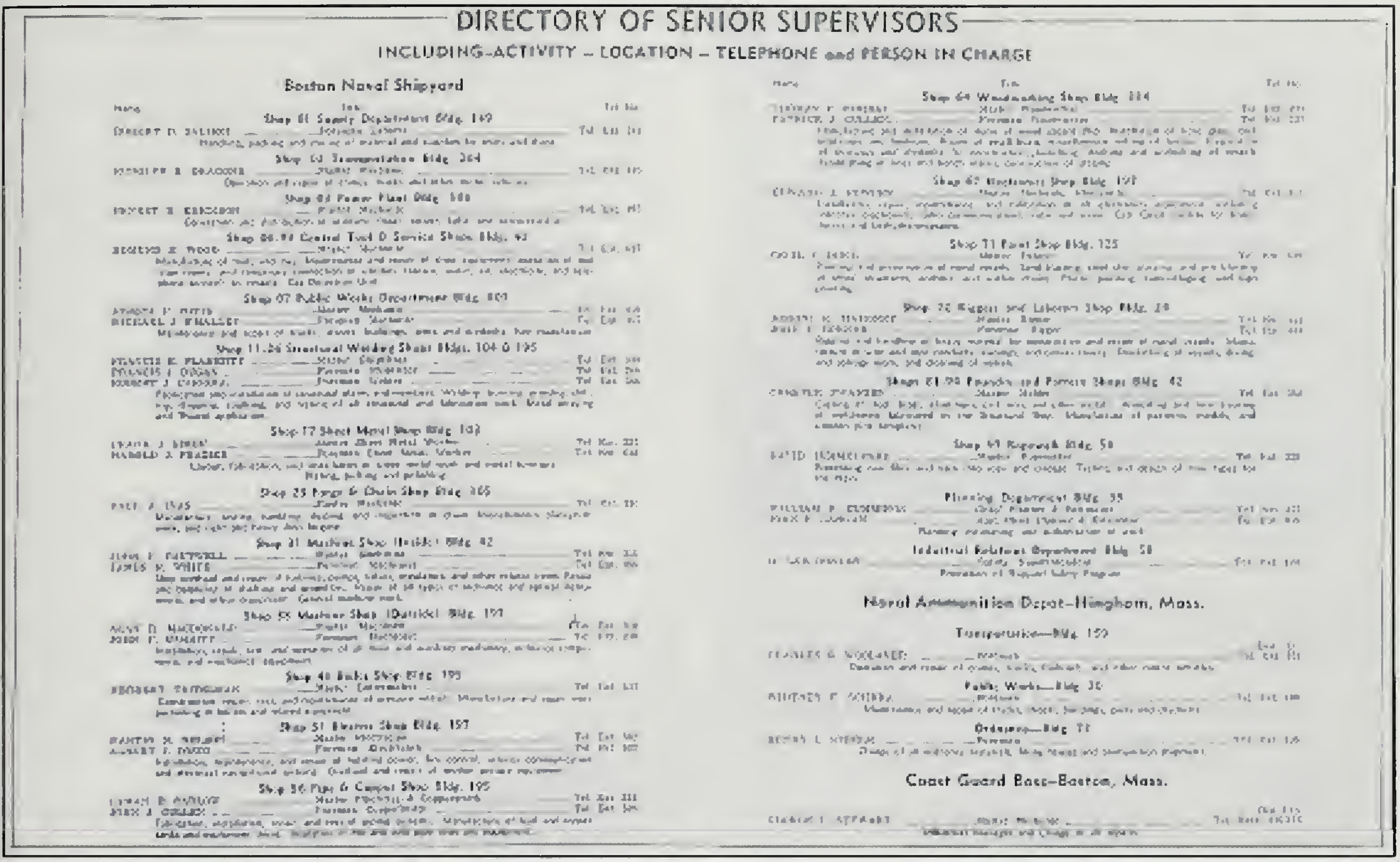
shiphouse (originally **ship house** or **ship-house**) — A large wooden structure erected over shipbuilding ways to protect a vessel under construction from the weather. Shiphouses resembled inverted ship's hulls in structure.

shipway (also **shipways**) — The area or structure supporting a ship during construction. Traditional shipways (also known as **building ways** or **ways**) were generally inclined towards the water to facilitate launching.

shipwright — A person who builds and launches wooden vessels or does carpentry work in connection with the building and launching of steel or iron vessels.

shipyard — A waterfront industrial facility where ships can be built, launched, outfitted, and/or repaired. Shipyards generally include administrative offices, industrial shops, laydown and storage areas, cranes, dry docks, basins, and piers.

Shipyard Mall — The area of the Navy Yard bordered by 3rd St., First and Second Aves., and 4th St., formerly occupied by the Gun Park, used in the 20th century for ceremonial activities. It included the yard's Band Stand and Flag Pole.



DIRECTORY OF SENIOR SUPERVISORS

INCLUDING-ACTIVITY – LOCATION – TELEPHONE and PERSON IN CHARGE

Boston Naval Shipyard

Naval Ammunition Depot–Hingham, Mass.

Coast Guard Base–Boston, Mass.

SHOP — This reproduction from the 1953 edition of the *Annual Publication of the Master Mechanics' and Foremen's Association, Boston Naval Shipyard,* provides a listing of the various shops within the Boston Naval Shipyard in the post-World War II period together with the names and telephone numbers of their masters and brief information about what they encompassed. By this time, the practice of preceding shop numbers by "X-" had been discontinued. *BNHP RG 2.6*

Shipyard Park — The area of the Navy Yard formerly occupied by Building 195 and previously by the yard's Recreation Field, created as a public park by the BRA. The park houses the Massachusetts Korean War Veterans Memorial.

shop — The basic organizational unit for trades within the shipyard. Each shop was designated by a number as well as a name (e.g., Shop 02, Transportation; Shop 97, Ropewalk). Shops were generally headed by **masters** (master mechanics). Other supervisory levels within shops, in descending order, were **foremen**, **leadingmen**, and **quartermen**.

shore establishment — The land-based facilities supporting the Navy, including naval air stations, ammunition depots, bases, hospitals, shipyards, training stations, etc., as well as the offices in the Navy Department in Washington.

shot — (1) Ammunition, usually solid cast iron balls, used in cannon. (2) A unit designating chain length, containing 15 fathoms (90 feet).

SHPO — State Historic Preservation Officer; a state official responsible for review of federal actions as a part of the **Section 106** process and for nominating properties for inclusion on the **National Register**. In Massachusetts, the SHPO is also the executive director of the Massachusetts Historical Commission (**MHC**).

sidewheeler — A steamship propelled by two large paddlewheels located on either side of the ship at approximately midship.

slip — The area between two piers, generally used for berthing of ships but also associated with facilities such as building ways.

sloop-of-war — A ship-rigged sailing warship having guns on a single deck. The largest sloops-of-war were sometimes referred to as **corvettes**.

small boat — *see* **boat**

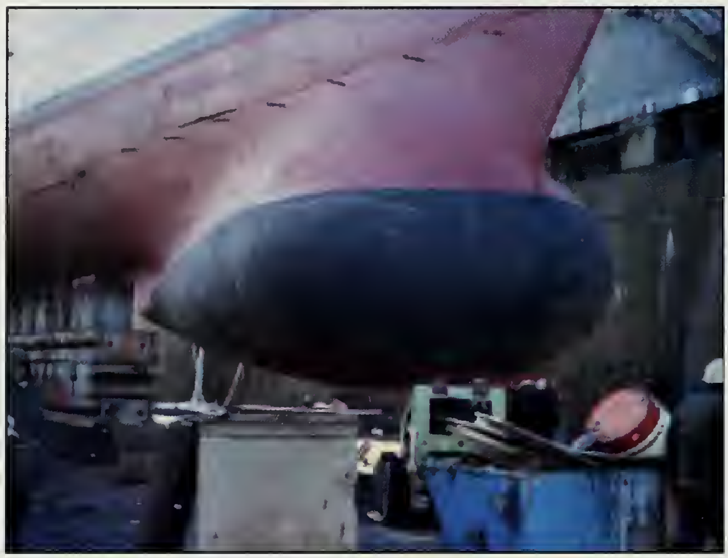
smithery — *see* **forge**

sonar — (1) Sound navigation ranging; a method for detecting and locating underwater objects using transmitted and reflected sound waves. (2) The apparatus used in sonar, often housed in domes mounted on the bottom of a ship's hull.

spar — Any pole such as a mast, yard, or gaff, used to support or extend a sail of a sailing vessel. The most common usage of the term is as a synonym for **yard**.

sponsor — The individual, traditionally female, chosen to formally name a naval vessel. The sponsor participates in the christening and launching ceremony. When a ship is named for an individual, the sponsor is usually a relative of the person being honored.

squadron — A group of naval vessels under an overall commander. In the 19th century, squadrons were the largest operational units at sea and were generally known by their stations (e.g., North Atlantic Blockading Squadron). In the 20th century, squadrons were usually administrative



SONAR, KEEL BLOCKS — Most sonar units were installed in domes on the bow of the ship. This view shows the bow dome on USS *Edward McDonnell* (DE-1043) in Dry Dock 4 at the South Boston Annex on Jan. 9, 1973. Note the concrete **keel block** in the foreground with its wood "dunnage" at its side and the elevated keel blocks under the ship in the background.
BOSTS-13715

groupings of similar types of ships subsidiary to a **fleet**. *See also* **RON**

square-rigged — *see* **ship-rigged**

steam box — A facility using steam to soften large timbers so that they can be bent to the shapes necessary for their use in ship construction and repair. *See also* **timber bending mill**

steam frigate — A wooden frigate having steam propulsion.

steam sloop — A wooden sloop-of-war having steam propulsion.

steamer — *see* **steamship**

steamship (**SS**) — A ship propelled by a steam engine. Especially in the 19th century, steamships were often referred to as **steamers**.

stepping the mast — *see* **mast**

store — A **storehouse**, often preceded by the type of material stored in the facility, e.g., **cordage store**; **ordnance store**.

store ship (**AF/AFS**) (also **storeship** or **stores ship**) — A naval auxiliary intended to carry and dispense stores (supplies) other than ammunition and fuel to ships at sea or remote bases. Most Navy store ships had extensive refrigerated spaces to protect food supplies. *See also* **supply ship**.

storehouse (originally **store house; store-house**) — A warehouse for the storage of supplies and material. *See also* **general storehouse; store**

stores — Supplies and materials required for the operation of naval forces, including clothing, provisions, and equipment.

stricken — A naval vessel removed from the **NVR** in anticipation of disposal by the Navy. Officially, the names and hull numbers of such vessels are prefixed with "ex-," e.g., ex-*Cassin Young* (ex-DD 793).

Subaru Pier — *see* **MMT**

submarine (**SS**) — A warship, originally known as **submarine torpedo boat**, capable of operating and attacking from underwater using torpedoes. In the post-World War II period, submarines were equipped to fire missiles at land targets as well (**SSBN/SSG**). Submarines are traditionally known as **boats** rather than ships.

submarine rescue ship (**ASR**) — A naval auxiliary, similar in configuration to a **salvage ship**, equipped to rescue crews of sunken submarines.

submarine tender (**AS**) — *see* **tender**

substation (also **electrical substation**) — A facility equipped with switchgear and transformers to regulate and control the distribution of electric power.

superintendent — (1) Also **ship's superintendent**; the person within a shipyard responsible for the coordination of work on a ship by multiple shops or trades. (2) The individual responsible for the management of a National Park System unit.

superstructure — That portion of a ship that is above the level of the main deck, including deck houses, stacks, masts, etc., but not mounts (housings) for ordnance.

supply ship — Pre-1920 designation for new construction **store ship** USS *Bridge* (AF-1).

support agreement — An agreement between a federal agency owning a property and a tenant federal agency which defines the relationship and the services to be provided to the tenant by the host. Used in lieu of a **cooperative agreement** for arrangements between the NPS and other federal agencies.

SUPSHIPS — Supervisor of Shipbuilding, Conversion & Repair; naval officer assigned to oversee the construction and repair of naval vessels at private shipyards. The designation is generally followed by the city in which the office is located (e.g., SUPSHIPS Quincy).

surveying ship (**AGS**) — A naval auxiliary designed to carry out hydrographic surveys and oceanographic research in support of naval activities. *See also* **oceanographic research ship** (**AGOR**)

systems command — The successor to **bureaus** within the Navy Department, created in 1966 and reorganized in 1974. Each command was responsible for a particular aspect of naval activity and is generally referred to by its abbreviation. The individual commands include:

NAVAIR	Naval Air Systems Command
NAVFAC	Naval Facilities Engineering Command
NAVORD	Naval Ordnance Systems Command
NAVSEA	Naval Sea Systems Command
NAVSHIPS	Naval Ship Systems Command
NAVSUP	Naval Supply Systems Command

tank landing ship — *see* **LST**

tarring house — A facility forming a part of a **ropewalk** where fiber yarn is coated with tar as a preservative treatment. Since the closure of the Charlestown Navy Yard, the Tarring House has generally been referred to as the Tar House.

task force — *see* **fleet**

tenant activity — A naval or other entity housed within a naval facility which is not subject to the operational or administrative control of the facility commander. The relationship between the tenant and the host activity is set forth in a **support agreement**.

Table D-2

NAVY SHIP TYPE SYMBOLS

The following list of type symbols for Navy ships is derived from SECNAV INSTRUCTION 5030.1F, "Classification of Naval Ships and Craft," dated Sept. 23, 1970, the final such instruction issued during the existence of the Boston Naval Shipyard. This order was an updating of instructions which originated with General Order No. 541, "Standard Nomenclature for Naval Vessels," issued on July 17, 1920. Entries in *italics* represent type symbols which no longer existed in 1970. Prior and later symbols may be shown where applicable. To conserve space, type symbols which were never used and those for minor auxiliary ship types; smaller landing, patrol, and mine warfare craft; and service craft have been omitted.

Warships

Aircraft Carriers:

CVA	Attack Aircraft Carrier (pre-1952 = CV; rerated CV, 1975)
CVAN	Attack Aircraft Carrier (nuclear) (rerated CVN, 1975)
CVB	*Large Aircraft Carrier* (rerated CVA, 1952)
CVE	*Escort Aircraft Carrier* (pre-1943 = ACV; pre-1942 = AVG)
CVHE	*Escort Helicopter Aircraft Carrier*
CVL	*Light Aircraft Carrier*
CVS	Anti-Submarine Warfare Support Aircraft Carrier

Surface Combatants:

BB	Battleship
BM	*Monitor*
CA	Heavy Cruiser (pre-1920 = Armored Cruiser)
CAG	*Guided Missile Heavy Cruiser*
CC	*Battle Cruiser*
CG	Guided Missile Cruiser
CGN	Guided Missile Cruiser (nuclear)
CL	Light Cruiser (pre-1920 = Scout Cruiser)
CLG	Guided Missile Light Cruiser
DD	Destroyer
DDG	Guided Missile Destroyer
DDE	*Destroyer Escort*
DDK	*Hunter-Killer Destroyer*
DDR	*Radar Picket Destroyer*
DL	Frigate (pre-1950 = CLK)
DLG	Guided Missile Frigate (rerated CG, DDG, 1975)
DLGN	Guided Missile Frigate (nuclear) (rerated CGN, 1975)

Ocean Escorts:

BDE	*Escort Vessel (British)*
DE	Escort Ship (rerated FF, Frigate, 1975)
DEG	Guided Missile Escort Ship (rerated FFG, 1975)
DER	Radar Picket Escort Ship (rerated FFR, 1975)

Command Ships:

CC	Command Ship (pre-1961 = CLC)

Submarines:

SS	Submarine
SSBN	Fleet Ballistic Missile Submarine (nuclear)
SSG	Guided Missile Submarine
SSK	*Anti-Submarine Submarine*
SSN	Submarine (nuclear)
SSR	*Radar Picket Submarine*

Patrol Ships:

PC	*Submarine Chaser (173')*
PCE	Patrol Escort
PCER	Patrol Rescue Escort
PE	*Eagle*
PF	*Frigate*
PG	Patrol Gunboat
PY	*Yacht*
SC	*Submarine Chaser (110')*

Amphibious Warfare Ships:

LCC	Amphibious Command Ship (pre-1968 = AGC)
LFR	Inshore Fire Support Ship (pre-1968 = IFS, LSMR)
LHA	Amphibious Assault Ship (General Purpose)
LKA	Amphibious Cargo Ship (pre-1968 = AKA)
LPA	Amphibious Transport (pre-1968 = APA)
LPD	Amphibious Transport Dock
LPH	Amphibious Assault Ship
LPR	Amphibious Transport (Small) (pre-1968 = APD)
LSD	Dock Landing Ship
LSM	*Medium Landing Ship*
LST	Tank Landing Ship (pre-1942 = ATL)
LSV	*Vehicle Landing Ship*

Mine Warfare Ships:

DMS	Minesweeper, Destroyer
MCS	Mine Countermeasures Ship
MHC	*Minehunter, Coastal* (pre-1955 = AMCU)
MMA	*Auxiliary Minelayer* (pre-1955 = ACM)
MMC	*Minelayer, Coastal* (pre-1955 = CMc)
MMD	*Minelayer, Fast* (pre-1968 = DM)
MMF	*Minelayer, Fleet* (pre-1955 = CM)
MSC	Minesweeper, Coastal (Nonmagnetic) (pre-1955 = AMS)
MSCO	*Minesweeper, Coastal (Old)* (pre-1955 = AMS)
MSF	Minesweeper, Fleet (Steel Hull) (pre-1955 = AM)
MSO	Minesweeper, Ocean (Nonmagnetic) (pre-1955 = AM)

Auxiliary Ships:

AB	*Crane Ship*
AC	*Collier*
AD	Destroyer Tender
AE	Ammunition Ship
AF	Store Ship
AFS	Combat Store Ship
AG	Miscellaneous
AGB	*Icebreaker*
AGDE	Escort Research Ship (rerated AGFF, 1975)
AGM	Missile Range Instrumentation Ship
AGMR	Major Communications Relay Ship
AGOR	Oceanographic Research Ship
AGP	Patrol Craft Tender
AGR	Radar Picket Ship (pre-1958 = YAGR)
AGS	Surveying Ship
AGSS	Auxiliary Submarine
AH	Hospital Ship
AK	Cargo Ship
AKL	Light Cargo Ship
AKR	Vehicle Cargo Ship
AKS	Stores Issue Ship
AKV	Cargo Ship and Aircraft Ferry
ANL	Net Laying Ship (pre-1968 = AN; pre-1944 = YN)
AO	Oiler
AOE	Fast Combat Support Ship
AOG	Gasoline Tanker
AOR	Replenishment Oiler
AP	Transport
APB	Self-Propelled Barracks Ship
APc	*Coastal Transport*
APL	Barracks Craft (non-self-propelled)[1]
AR	Repair Ship
ARC	Cable Repairing Ship
ARL	Landing Craft Repair Ship
ARS	Salvage Ship
AS	Submarine Tender
ASR	Submarine Rescue Ship
ATA	Auxiliary Ocean Tug
ATF	Fleet Ocean Tug (pre-1944 = AT)
ATO	*Ocean Tug, Old* (pre-1944 = AT)
ATS	Salvage and Rescue Ship
AV	Seaplane Tender
AVP	*Small Seaplane Tender*
AVT	Auxiliary Aircraft Transport
AW	Distilling Ship
CVT	Training Aircraft Carrier
CVU	*Utility Aircraft Carrier*
IX	Unclassified Miscellaneous[1]
IXSS	Unclassified Miscellaneous Submarine[1]

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[1] Officially listed under Service Craft

tender — (1) A naval auxiliary equipped with shops, berthing and messing facilities, etc., to provide logistical and repair support to particular classes of naval vessels or seaplanes at sea or at remote bases. Most tenders are designated by the type of vessel they support, e.g., **destroyer tender (AD)**; **motor torpedo boat tender (AGP)**; **submarine tender (AS)**; **seaplane tender (AV/AVP)**. Early tenders were often converted from older warships. (2) A U.S. Coast Guard vessel used to maintain and support various aids to navigation such as buoys, lighthouses, etc.

timber bending mill — A facility using steam and other equipment to bend wood components for a ship. *See also* **steam box**

timber dock (also **timber basin**) — A wet dock or basin used for the storage of timber in water to preserve it. Some timber docks used to store finished components such as spars were known as **mast ponds** or **spar ponds**.

timber shed — A building generally consisting of a roof supported by brick or granite pillars with or without doors between the pillars for the storage of timber.

torpedo — (1) A self-propelled weapon launched from a submarine or surface warship or dropped from an aircraft which moves through the water and explodes upon contact with its target. Informally known as a "**fish.**" (2) In the 19th century, a **mine**.

torpedo boat (TB) — A warship whose main armament was torpedoes, intended to attack larger warships. The **destroyer** was originally developed to defend the fleet from attack by torpedo boats. In World War II, the Navy developed the **motor torpedo boat (PT)** to perform similar activities.

training ship (TS) — A ship designed for hands-on training of prospective sailors and naval officers in the skills necessary for the operation of a ship. In addition to **sail training ships** specially built for the purpose, most navies employ older warships as training ships. In the late 19th and early 20th century, the Navy loaned ships to state naval militias as training ships. Since World War II, the loan of ships to state merchant marine academies has been under the auspices of the Maritime Administration.

transport (AP/APc) — (1) A naval auxiliary intended to carry military personnel, equivalent to but far less luxurious than a civilian **passenger liner**. An **attack transport (APA)** was a transport equipped with landing craft and intended to discharge soldiers and marines onto enemy beaches. A **high speed transport (APD)** was a **destroyer** or **escort vessel** converted into an attack transport. (2) A U.S. Army term to denote both cargo ships and passenger ships.

treatment — The specific approach used for the **preservation**, **reconstruction**, **rehabilitation**, or **restoration** of historic properties, governed by the **Secretary's Standards**.

truck crane — A self-propelled crane utilizing wheels to travel over roadways.

tug (or **tugboat**) — A powerful small boat designed for manipulating larger vessels either by pushing or towing. Navy tugs were for either district (yard) **(YMT, YT, YTB, YTL, YTM)** or ocean-going **(AT, ATA, ATF, ATO)** service.

type symbol — Under the standard nomenclature system adopted by the Navy in July 1920, each ship was assigned an alpha-numeric designation. The type symbol denoted the class to which a ship belonged; the exact definition of a type symbol varied over time (see Table D-2). The prefix "T-" precedes type symbols for ships assigned to the Military Sealift Command (**MSC**).

UNREP — Although underway replenishment is most often thought of in terms of refueling at sea, it also encompassed the transfer of ammunition and other supplies. Here, USS *Cassin Young* (DD-793) takes on fresh provisions from the storeship USS *Aldebaran* (AF-10) while operating in the Mediterranean in July or August 1959. *Robert Norville*

unclassified miscellaneous (IX) — A Navy designation for older vessels and craft which did not fit under any of the formal ship classification categories, including historic relics such as USS *Constitution* (IX-21), naval militia training ships, etc. The IX symbol was first used in the Navy file manual in the 1920s and was converted to a formal **type symbol** in 1941.

undock — To bring a ship away from a wharf or pier or out of a dry dock.

UNREP — Underway replenishment; the transfer at sea of ammunition, fuel, and supplies from naval auxiliaries to combatant ships to allow them to remain at sea for extended periods.

USA — United States Army.

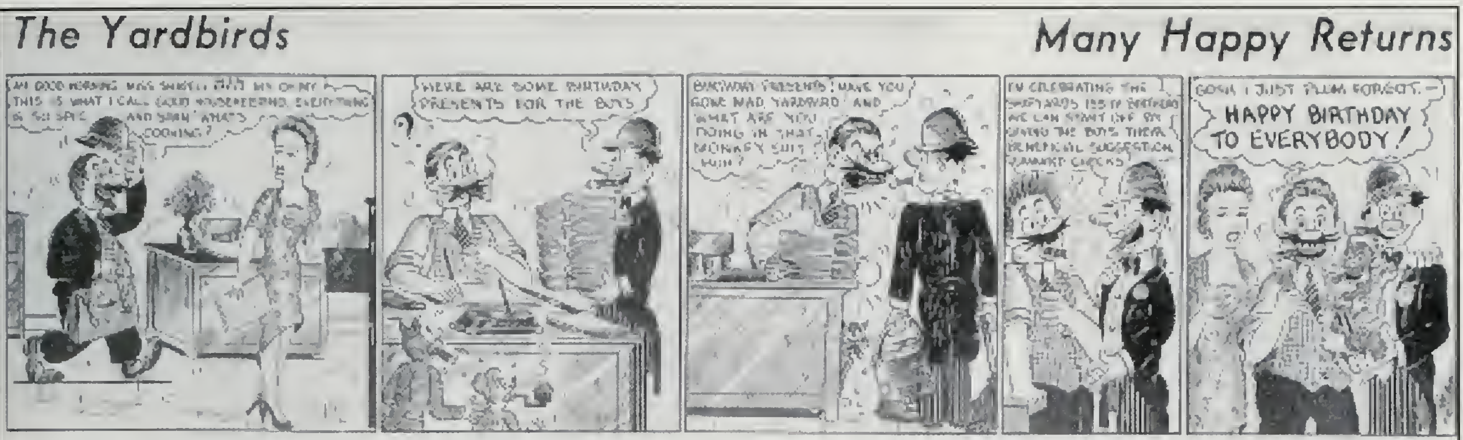
USAF — United States Air Force.

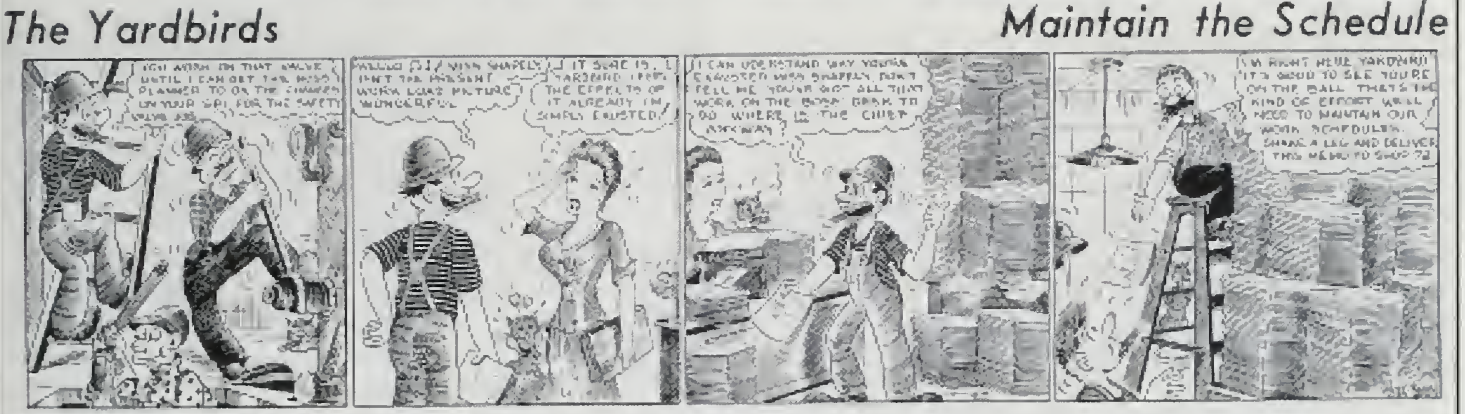
USAHS — U.S. Army Hospital Ship; the designation used before the name of Army-owned or bareboat chartered hospital ships.

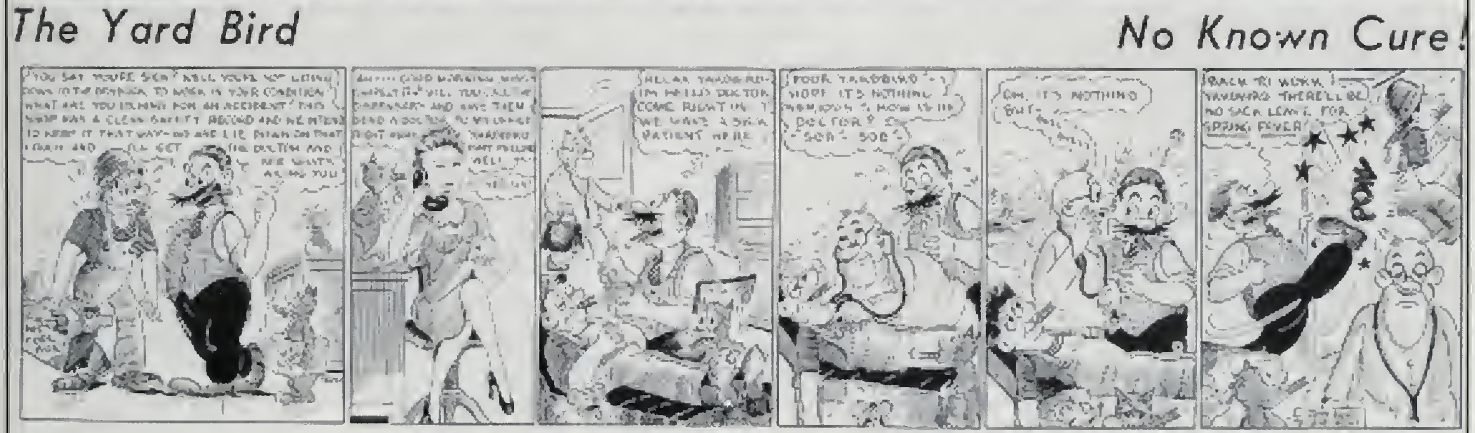
USAT — U.S. Army Transport; the designation used before the name of Army-owned or bareboat chartered freighters or passenger ships. Most seagoing Army vessels were transferred to the Military Sea Transportation Service (MSTS) (now **MSC**) in 1950.

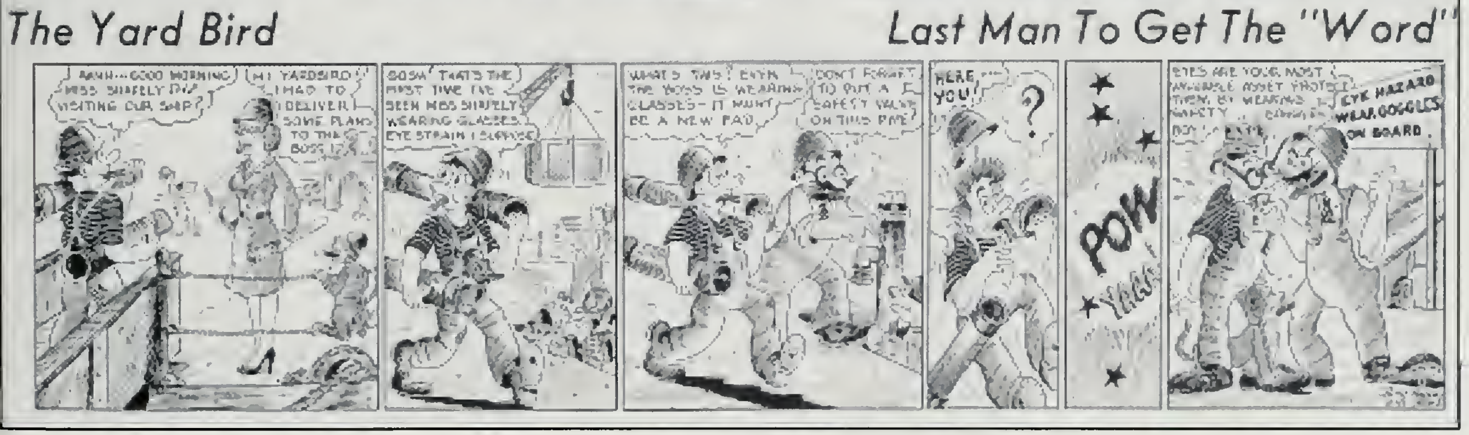
USAV — U.S. Army Vessel; the designation used before the name of Army watercraft other than transports or hospital ships.

USCG — United States Coast Guard; military service established in 1915 through the merger of the **Revenue Cutter Service** and the **Lifesaving Service**. The **U.S. Lighthouse Service (USLHS)** was absorbed by the Coast Guard in 1938. Originally under the Treasury Department and then the Department of Transportation, the Coast Guard is now under the Department of Homeland Security. During both World War I and World War II, the Coast Guard was transferred to and operated under the Navy.


The Yardbirds
Many Happy Returns
AH GOOD MORNING MISS SHAPELY. THIS IS WHAT I CALL GOOD HOUSEKEEPING. EVERYTHING IS SO SPIC AND SPAN. WHAT'S COOKING?
HERE ARE SOME BIRTHDAY PRESENTS FOR THE BOYS
BIRTHDAY PRESENTS! HAVE YOU GONE MAD, YARDBIRD? AND WHAT ARE YOU DOING IN THAT MONKEY SUIT, HUH?
I'M CELEBRATING THE SHIPYARD'S 155TH BIRTHDAY. WE CAN START OFF BY GIVING THE BOYS THEIR BENEFICIAL SUGGESTION AWARD CHECKS
GOSH, I JUST PLUM FORGOT.— HAPPY BIRTHDAY TO EVERYBODY!


The Yardbirds
Maintain the Schedule
YOU WORK ON THAT VALVE UNTIL I CAN GET THE BOSS' PLANNER TO OK THE CHANGES
HELLO MISS SHAPELY. ISN'T THE PRESENT WORK LOAD PICTURE WONDERFUL
IT SURE IS, YARDBIRD. I FEEL THE EFFECTS OF IT ALREADY. I'M SIMPLY EXHAUSTED!
I CAN UNDERSTAND WHY YOU'RE EXHAUSTED MISS SHAPELY. DON'T TELL ME YOU'VE GOT ALL THAT WORK ON THE BOSS' DESK TO DO. WHERE IS THE CHIEF ANYWAY?
I'M RIGHT HERE YARDBIRD! IT'S GOOD TO SEE YOU'RE ON THE BALL. THAT'S THE KIND OF EFFORT WE'LL NEED TO MAINTAIN OUR WORK SCHEDULES. SHAKE A LEG AND DELIVER THIS MEMO TO SHOP 72


The Yard Bird
No Known Cure!
YOU SAY YOU'RE SICK? WELL YOU'RE NOT GOING TO WORK IN YOUR CONDITION. WHAT ARE YOU ... FOR AN ACCIDENT? THIS SHIP HAS A CLEAN SAFETY RECORD AND WE INTEND TO KEEP IT THAT WAY
HELLO, YARDBIRD— I'M HELLO DOCTOR. COME RIGHT IN. WE HAVE A SICK PATIENT HERE
HOW IS IT DOCTOR? SOB—SOB
OH, IT'S NOTHING BUT—
BACK TO WORK, YARDBIRD. THERE'LL BE NO SICK LEAVE FOR SPRING FEVER!
POW


The Yard Bird
Last Man To Get The "Word"
AHHH—GOOD MORNING MISS SHAPELY. VISITING OUR SHIP?
HI YARDBIRD. I HAD TO DELIVER SOME PLANS TO THE BOSS
GOSH! THAT'S THE FIRST TIME I'VE SEEN MISS SHAPELY WEARING GLASSES. EYE STRAIN I SUPPOSE.
WHAT'S THIS! EVEN THE BOSS IS WEARING GLASSES— IT MUST BE A NEW FAD
DON'T FORGET TO PUT A SAFETY VALVE ON THIS PIPE
HERE YOU!
?
POW
EYES ARE YOUR MOST VALUABLE ASSET. PROTECT THEM BY WEARING SAFETY
EYE HAZARD WEAR GOGGLES ON BOARD

YARDBIRD — The term "yardbird" was used by Navy Yard employees to describe themselves. In the 1950s, the *Boston Naval Shipyard News* ran a series of comic strips drawn by artist Patsy Napoli under the titles "The Yardbirds" and "The Yard Bird" to use humor to celebrate holidays and to promote, among other things, good work practices, job safety, blood donation and charitable giving, and the beneficial suggestions program. These four strips are, from top to bottom, taken from the *News* issues of Aug. 26, 1955; Sept. 9, 1955; June 29, 1956; and Dec. 7, 1956. *BOSTS-13352*

USDI — U.S. Department of the Interior. *See also* **DOI**

USMC — United States Marine Corps

USN — United States Navy

USNR — United States Navy Reserve

USNS — United States Naval Ship; prefix attached to names of naval owned or bareboat chartered ships manned by civilian crews under the auspices of the Military Sealift Command (**MSC**).

USRC — United States Revenue Cutter; designation for ships of the **Revenue Cutter Service**, which became part of the U.S. Coast Guard in 1915.

USS — United States Ship; prefix attached to names of United States naval vessels in commission, although informally utilized as a prefix for all naval ship names. The designation was formalized by executive order in 1907. Previously, ships were often designated by their type, e.g., U.S.F. (United States Frigate).

vehicle cargo ship (AKR) — *see* **cargo ship**

vice admiral (VADM) (originally **vice-admiral**) — *see* **admiral**

visitor center — A facility in a national park which provides orientation information to visitors. In addition to information desks, visitor centers often include rest rooms, exhibits and theaters, and sales outlets (usually operated by a **cooperating association**).

warrant officer — An officer, senior to all **chief petty officers** but junior to an **ensign**, who derives his/her authority from a warrant issued by the Secretary of the Navy rather than a presidential commission. In the 19th century, warrant officers were often identified by their specific dutes, such as **sailing master**

warship — A government-owned ship operated by a navy and equipped with guns, guided missiles, or other weapons for defensive or offensive military operations.

water closet (also **water-closet**) — A toilet; sometimes used in place of **head** or **latrine**.

waterfront office — A building located along the waterfront of a naval shipyard used to control the movement of vessels into and from the yard.

ways — *see* **shipway**

wet dock — A basin used for the storage of ships or materials such as timber.

wharf (*pl.* **wharves**) — A projecting platform of timber, stone, or other material which extends into water deep enough for vessels to be accommodated alongside for loading or unloading. *See also* **marginal wharf; pier; quay**

wire rope — Rope made from twisted strands of metal wire rather than from twisted strands of fiber yarn.

YEOMAN(F) — During World War I, women were enlisted in the Naval Reserve as clerical workers at shore establishments to free male sailors for other duties. This portrait of Yeoman(F) Marie Breslin was taken on Sept. 14, 1917. *Bettmann Archive/Corbis*

wireless — Early term used for **radio.**

XO — Executive officer; the second-ranking officer on a ship, generally responsible for shipboard administration. In the 19th century, the position of executive officer in navy yards evolved into the position of **Captain of the Yard.** Most contemporary shore establishments do not have executive officers, the XO's primary duties being performed by an **administrative officer**.

Y & D — Yards & Docks; either the **Bureau of Yards & Docks** in Washington or its equivalent organization in navy yards, assigned the task of building and maintaining shore establishments. Within shipyards, Yards & Docks became **Public Works** in the 20th century.

yard — (1) A slender spar tapered towards each end attached horizontally at or near its center to a mast used for supporting square sails. (2) An informal designation for a navy yard or shipyard.

yard craft — *see* **service craft**

Yard's End — The designation used by the BRA to identify parcels in the **New Development Area** of the Navy Yard east of 16th St. and Dry Dock 5; also known as Pier 11.

yardbird — An informal term referring to an employee of the Navy Yard.

yeoman(F) (also **yeomanette**) — **Rating** designation for women enlisted in the Naval Reserve during World War I to perform clerical duties at shore establishments. Many yeomen(F) were retained as civilian employees after the war.

Appendix E

Bibliography

THE FOLLOWING BIBLIOGRAPHY includes official documents, research reports, and secondary sources consulted in the preparation of this report. It excludes primary sources discussed in Appendix C, as well as the finding aids to them. Also omitted are National Park Service manuals and technical publications relating to historic preservation. For items which are available through the National Park Service's Technical Information Center (TIC), the document number is provided. While not all reports have yet been included in the central depository at the NPS Denver Service Center, they are available in the Division of Cultural Resources of Boston National Historical Park. Documents available in digital form are indicated by a PDF symbol (📄).

Only the most significant web sites and web-based documents cited are listed here. It should be noted that while web addresses were valid at the time they were accessed, the Internet is a fluid institution and addresses may change or items may be removed from it. In many cases where a single document is listed, a physical copy has been created for inclusion in the project file for this study.

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U.S. Dept. of Defense. *Defense Environmental Programs Annual Report to Congress.* Fiscal Year 2004-2007. [https://www.denix.osd.mil/portal/page/portal/denix/environment/ARC]

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Provides access to books, reports, and other documents relating to the National Park System.

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Appendix F

Existing Conditions Drawings

THIS APPENDIX contains Existing Conditions drawings (457/62355) for the Boston Naval Shipyard National Historic Landmark. They show both the Charlestown Navy Yard and South Boston Annex (Boston Marine Industrial Park) as of January 2006. While they were prepared specifically for this Historic Resource Study, they are intended to be used for other purposes as stand-alone drawings.

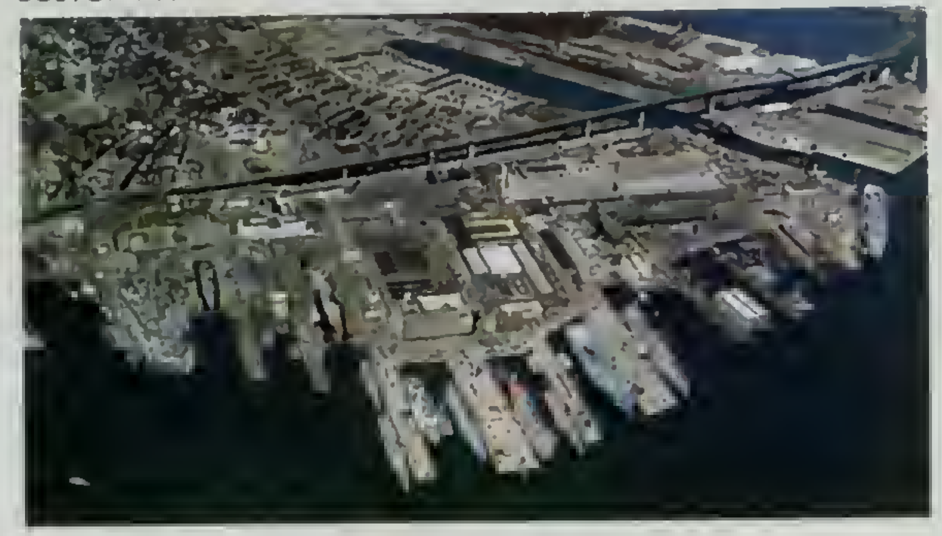
The drawings were prepared from a variety of existing sources listed on the cover sheet, as well from aerial photographs. No field survey work was done to verify exact dimensions, so these drawings should not be regarded as being precisely to scale. Because of their size and intended use, minor features and vegetation are not shown. Similarly, the boundary lines indicated for the Charlestown Navy Yard unit of Boston National Historical Park are the best interpretation of the available data. As stated in Chapter 4, this study recommends that the NPS and the Boston Redevelopment Authority review the boundary lines in the vicinity of the Ropewalk, Tarring House, Chain Forge, and Public Works Shop to provide realistic boundaries which reflect both operational needs and effective legal jurisdiction for law enforcement purposes. A professional boundary survey should also be done.

The drawings differentiate between contributing (historic) and non-contributing (post-historic) resources, reflecting the assessment of individual resources shown in Chapter 5. With the exception of the West Jetty and the former Piers 1 to 4 at South Boston, no attempt has been made to locate resources which are no longer extant. These can be found on the various historic site plans included in Chapters 2 and 3 of this report.

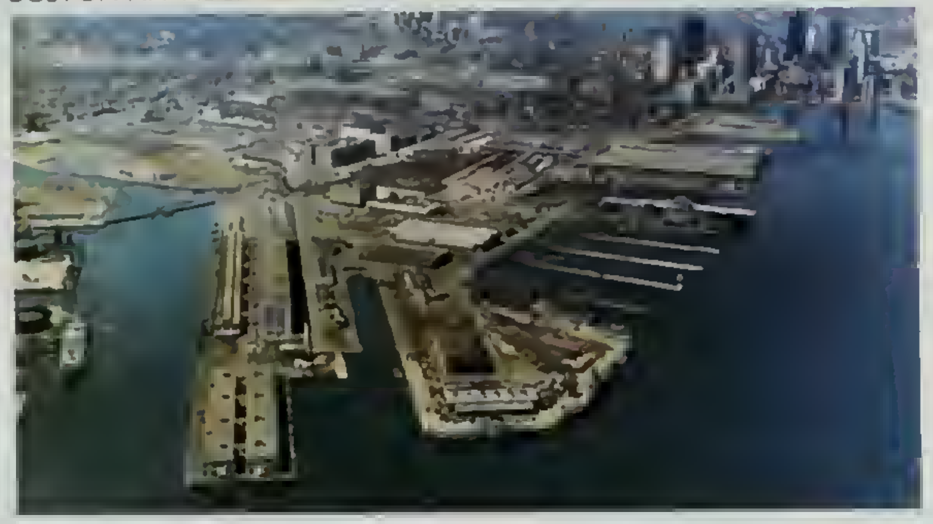
BOSTON NAVAL SHIPYARD
NATIONAL HISTORIC LANDMARK

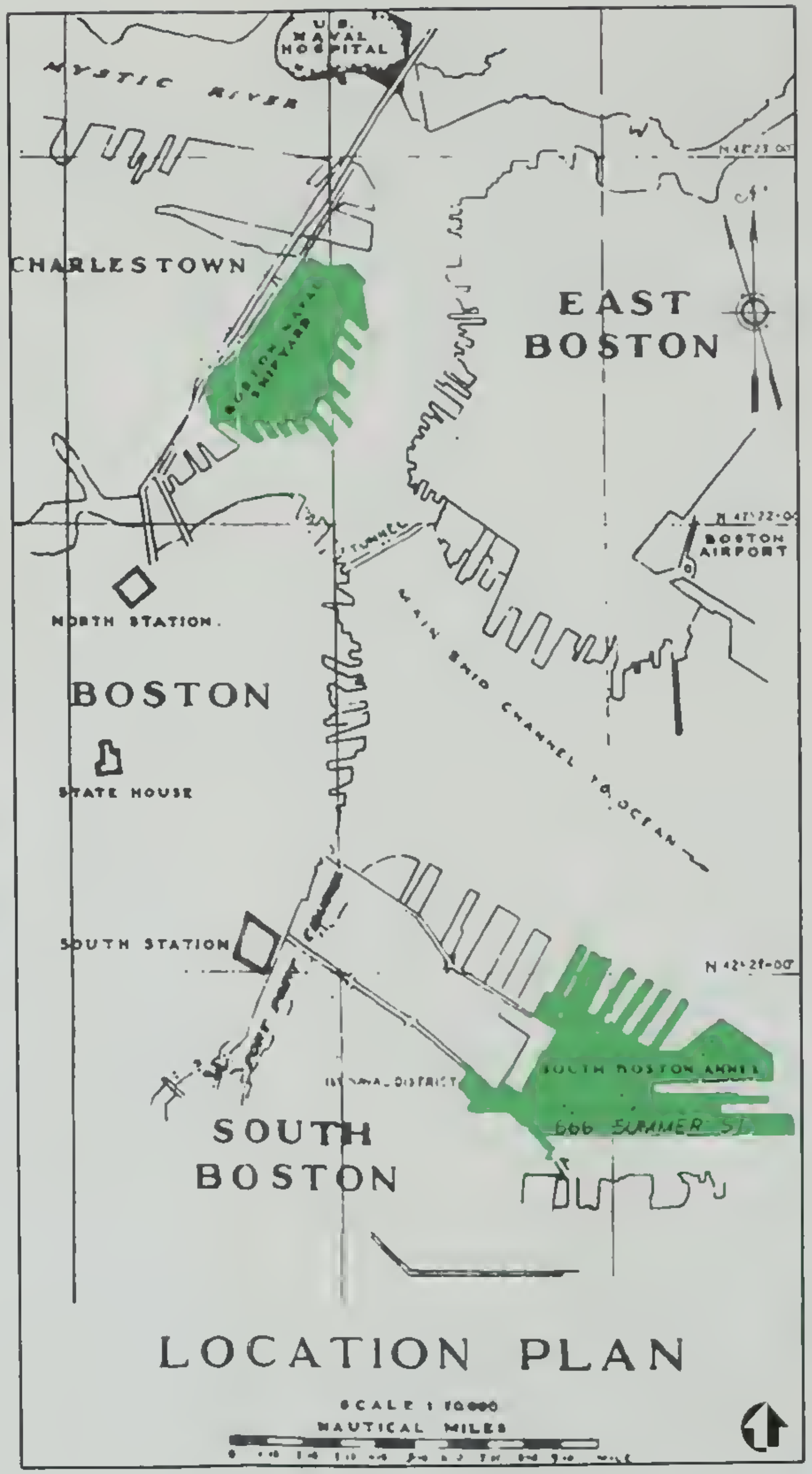
EXISTING CONDITIONS, 2006

BOSTON NAVAL SHIPYARD - CHARLESTOWN NAVY YARD



BOSTON NAVAL SHIPYARD - SOUTH BOSTON ANNEX

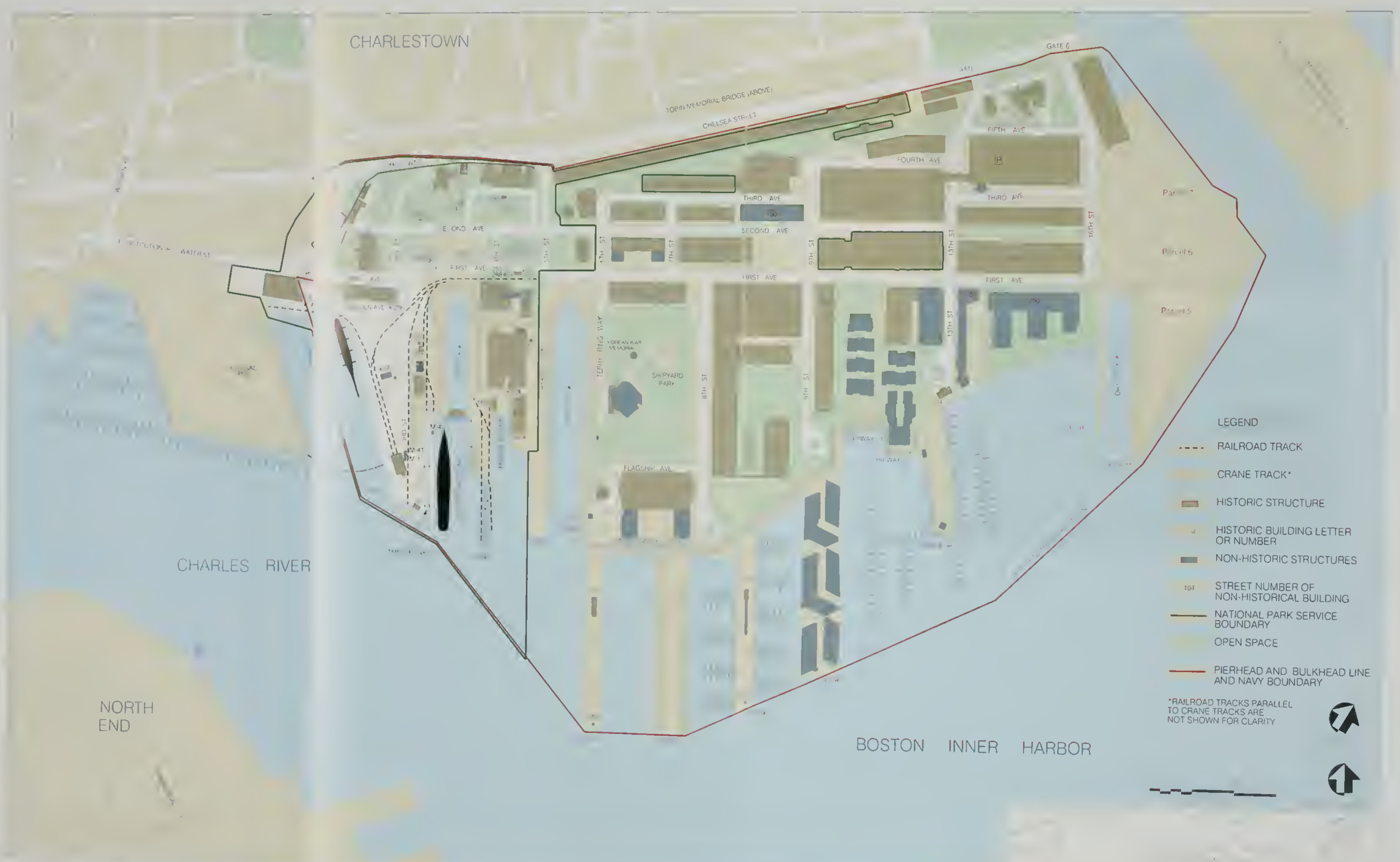


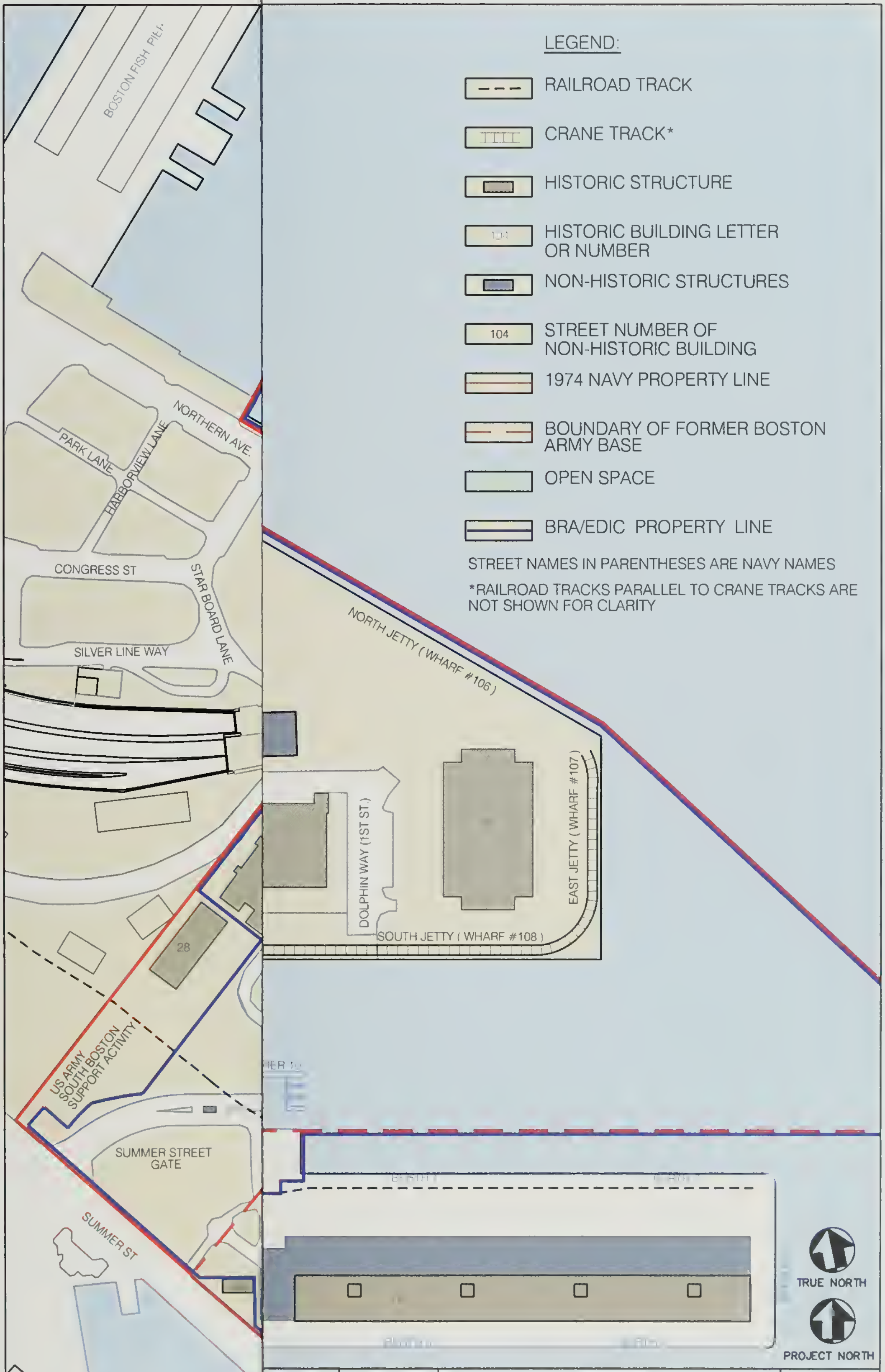

U.S. NAVAL HOSPITAL
MYSTIC RIVER
N 42°23'00"
CHARLESTOWN
BOSTON NAVAL SHIPYARD
EAST BOSTON
N 42°22'00"
BOSTON AIRPORT
TUNNEL
NORTH STATION
BOSTON
STATE HOUSE
MAIN SHIP CHANNEL TO OCEAN
SOUTH STATION
N 42°21'00"
SOUTH BOSTON ANNEX
NAVAL DISTRICT
666 SUMMER ST
SOUTH BOSTON
LOCATION PLAN
NAUTICAL MILES

BOSTON, MASSACHUSETTS

SHEET LIST:

1. TITLE SHEET
2. BOSTON NAVAL SHIPYARD - CHARLESTOWN NAVY YARD
3. BOSTON NAVAL SHIPYARD - SOUTH BOSTON ANNEX


CHARLESTOWN
TOBIN MEMORIAL BRIDGE (ABOVE)
CHELSEA STREET
GATE 6
FIFTH AVE
FOURTH AVE
THIRD AVE
SECOND AVE
FIRST AVE
5TH ST
7TH ST
8TH ST
9TH ST
13TH ST
16TH ST
SHIPYARD PARK
FLAGSHIP AVE
Parcel 6
Parcel 5
CHARLES RIVER
NORTH END
BOSTON INNER HARBOR
LEGEND
RAILROAD TRACK
CRANE TRACK*
HISTORIC STRUCTURE
HISTORIC BUILDING LETTER OR NUMBER
NON-HISTORIC STRUCTURES
104
STREET NUMBER OF NON-HISTORICAL BUILDING
NATIONAL PARK SERVICE BOUNDARY
OPEN SPACE
PIERHEAD AND BULKHEAD LINE AND NAVY BOUNDARY
*RAILROAD TRACKS PARALLEL TO CRANE TRACKS ARE NOT SHOWN FOR CLARITY

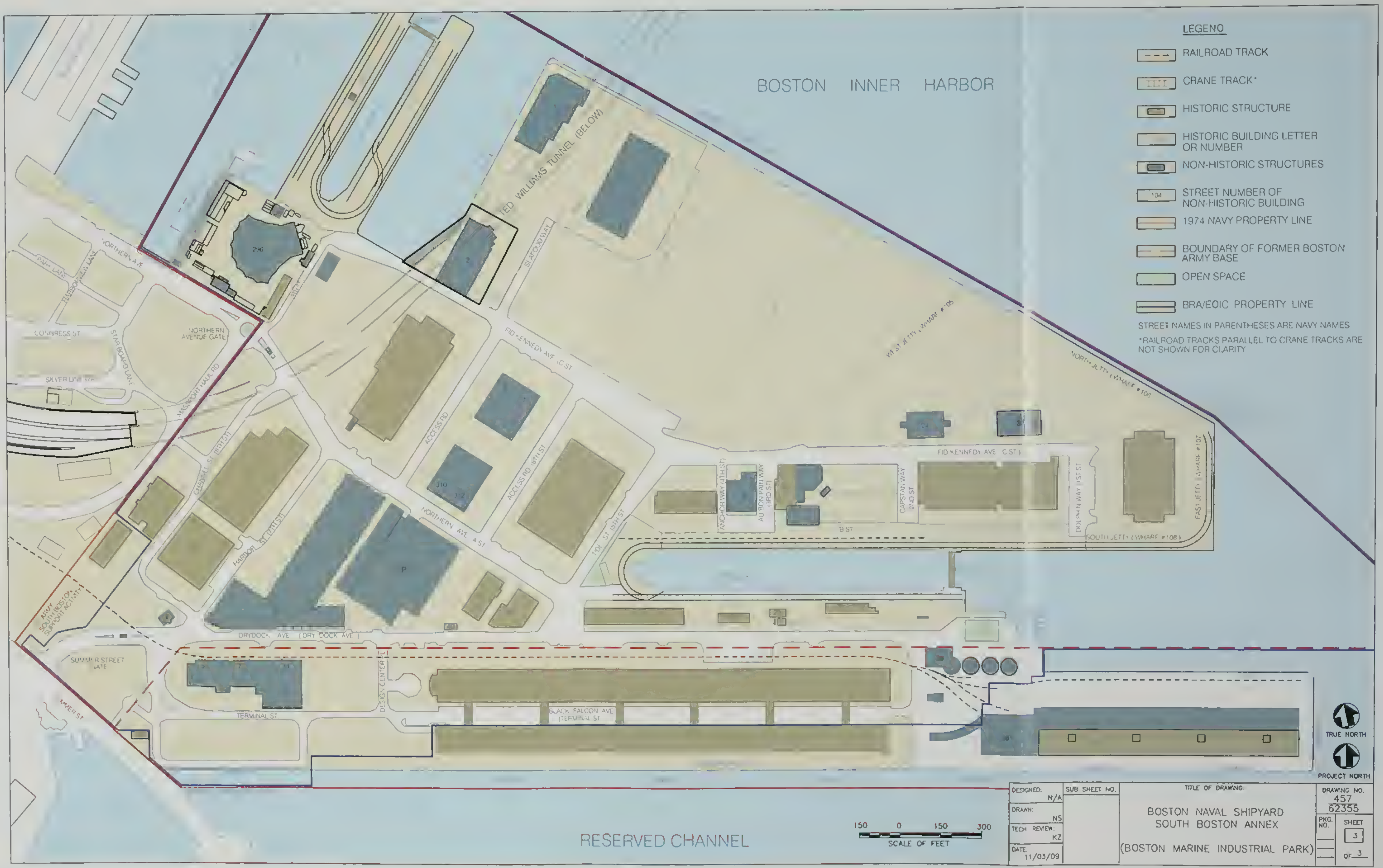

LEGEND:
RAILROAD TRACK
CRANE TRACK*
HISTORIC STRUCTURE
104
HISTORIC BUILDING LETTER OR NUMBER
NON-HISTORIC STRUCTURES
104
STREET NUMBER OF NON-HISTORIC BUILDING
1974 NAVY PROPERTY LINE
BOUNDARY OF FORMER BOSTON ARMY BASE
OPEN SPACE
BRA/EDIC PROPERTY LINE
STREET NAMES IN PARENTHESES ARE NAVY NAMES
*RAILROAD TRACKS PARALLEL TO CRANE TRACKS ARE NOT SHOWN FOR CLARITY
BOSTON FISH PIER
NORTHERN AVE.
PARK LANE
HARBORVIEW LANE
CONGRESS ST
STAR BOARD LANE
SILVER LINE WAY
NORTH JETTY (WHARF #106)
DOLPHIN WAY (1ST ST.)
EAST JETTY (WHARF #107)
SOUTH JETTY (WHARF #108)
28
US ARMY SOUTH BOSTON SUPPORT ACTIVITY
SUMMER STREET GATE
SUMMER ST
TRUE NORTH
PROJECT NORTH

IGNED: N/A	SUB SHEET NO.	TITLE OF DRAWING:
WN: NS		BOSTON NAVAL SHIPYARD SOUTH BOSTON ANNEX
H. REVIEW: KZ		
E: 11/03/09		(BOSTON MARINE INDUSTRIAL PARK)

DRAWING NO.
457
62355

PKG. NO.

SHEET 3 OF 3


BOSTON INNER HARBOR
RESERVED CHANNEL
TED WILLIAMS TUNNEL (BELOW)
NORTHERN AVE
PARK LANE
CONGRESS ST
STAR BOARD LANE
NORTHERN AVENUE GATE
SILVER LINE STA
MASSPORT HAUL RD
CHANNEL ST (8TH ST)
HARBOR ST (7TH ST)
ARMY SOUTH BOSTON SUPPORT ACTIVITY
SUMMER STREET GATE
SUMMER ST
DRYDOCK AVE (DRY DOCK AVE)
TERMINAL ST
DESIGN CENTER PL
BLACK FALCON AVE (TERMINAL ST)
SEAFOOD WAY
FID KENNEDY AVE (C ST)
ACCESS RD
ACCESS RD (6TH ST)
NORTHERN AVE (A ST)
TIDE ST (5TH ST)
ANCHOR WAY (4TH ST)
AU BON PAIN WAY (3RD ST)
CAPSTAN WAY (2ND ST)
DOLPHIN WAY (1ST ST)
B ST
WEST JETTY (WHARF #105)
NORTH JETTY (WHARF #106)
EAST JETTY (WHARF #107)
SOUTH JETTY (WHARF #108)
246
2
1
310
312
P
4
401
5
7
11
LEGENO
RAILROAD TRACK
CRANE TRACK*
HISTORIC STRUCTURE
HISTORIC BUILDING LETTER OR NUMBER
NON-HISTORIC STRUCTURES
104
STREET NUMBER OF NON-HISTORIC BUILDING
1974 NAVY PROPERTY LINE
BOUNDARY OF FORMER BOSTON ARMY BASE
OPEN SPACE
BRA/EOIC PROPERTY LINE
STREET NAMES IN PARENTHESES ARE NAVY NAMES
*RAILROAD TRACKS PARALLEL TO CRANE TRACKS ARE NOT SHOWN FOR CLARITY
TRUE NORTH
PROJECT NORTH
150
0
150
300
SCALE OF FEET
DESIGNED: N/A
DRAWN: NS
TECH REVIEW: KZ
DATE 11/03/09
SUB SHEET NO.
TITLE OF DRAWING:
BOSTON NAVAL SHIPYARD
SOUTH BOSTON ANNEX
(BOSTON MARINE INDUSTRIAL PARK)
DRAWING NO. 457 62355
PKG. NO.
SHEET 3 OF 3

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THIS INDEX includes all proper names (including indirect and shortened forms, as well as specific titles without individual names attached to them such as Commandant) and major topics included within the text, captions, informational footnotes, and selected appendices, except for bibliographical-type material, glossary entries, names found in tables or place names associated with corporate names, and the generic terms Charlestown Navy Yard, Navy, and South Boston Annex. Individual resources within the Charlestown Navy Yard and other sites are listed under those entries. No distinction is made between successive facilities which have borne the same number. No cross-references are made from names of individual buildings to their building numbers. Page numbers shown in **bold** type indicate distinct subject areas in the text and sidebars, as well as the main entry for a particular resource in Chapter 5. Compound names of companies and ships are entered under the first word of the name, with no cross-references from the last name. Where multiple terms refer to the same entity, cross-references are provided to the term used in the index.

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A NATIVE of Saugus, Massachusetts, Stephen P. Carlson holds a B.A. in American History from Salem (Mass.) State College (1970) and an M.A. in American History from Purdue University (1972), and undertook doctoral studies at the University of Maryland-College Park, completing all requirements except for the dissertation. He has had a long interest in naval history, the history of technology, and the history of transportation. He began his career with the National Park Service as a seasonal interpretive ranger at Saugus Iron Works National Historic Site in 1970. In 1980, he transferred to Boston National Historical Park, where he has held a number of positions relating to historic preservation, with a special interest in both the Charlestown Navy Yard unit of the park and USS *Cassin Young*.

Since 1979, he has been chairman of the Saugus Historical Commission, which is responsible for inventorying historic resources in the town and providing advice to the town government on preservation issues.

He is the author of a number of books, including (with Fred W. Schneider III) a two-volume history of the PCC streetcar (*PCC–The Car That Fought Back* [1980] and *PCC–From Coast To Coast* [1983]), regarded as the definitive work on the subject; a pictorial history of streetcars in Massachusetts, *From Boston to the Berkshires* [1990]; and several booklets on local history for the Saugus Historical Society, including *First Iron Works: A History of the First Iron Works Association* [1991].

Since 1990, he has served as managing editor and production designer for *The Broadside*, the official information bulletin of Boston National Historical Park. As a graduate student, he was Associate Editor of *The Maryland Historian* and he has served as editor and designer for publications for both the Saugus Historical Society and the Boston Street Railway Association.

Photo: The author on board USS *Constitution* (IX-21) ca. 1958-59.
Paul R. Carlson, Carlson Collection

Back Cover:

This aerial photograph of the South Boston Annex was taken by Airphoto of Wayland, Mass., on Apr. 10, 1971. In contrast to Charlestown, it was essentially a moribund facility. Note the lack of ships except at the jetties and at the piers on either side of Dry Dock 4. Wooden Piers 1 through 4 were in extremely poor condition, essentially condemned. Dry Dock 3 is flooded in this view. *BOSTS-13344*

National Park Service
U.S. Department of the Interior

Boston National Historical Park
Charlestown Navy Yard